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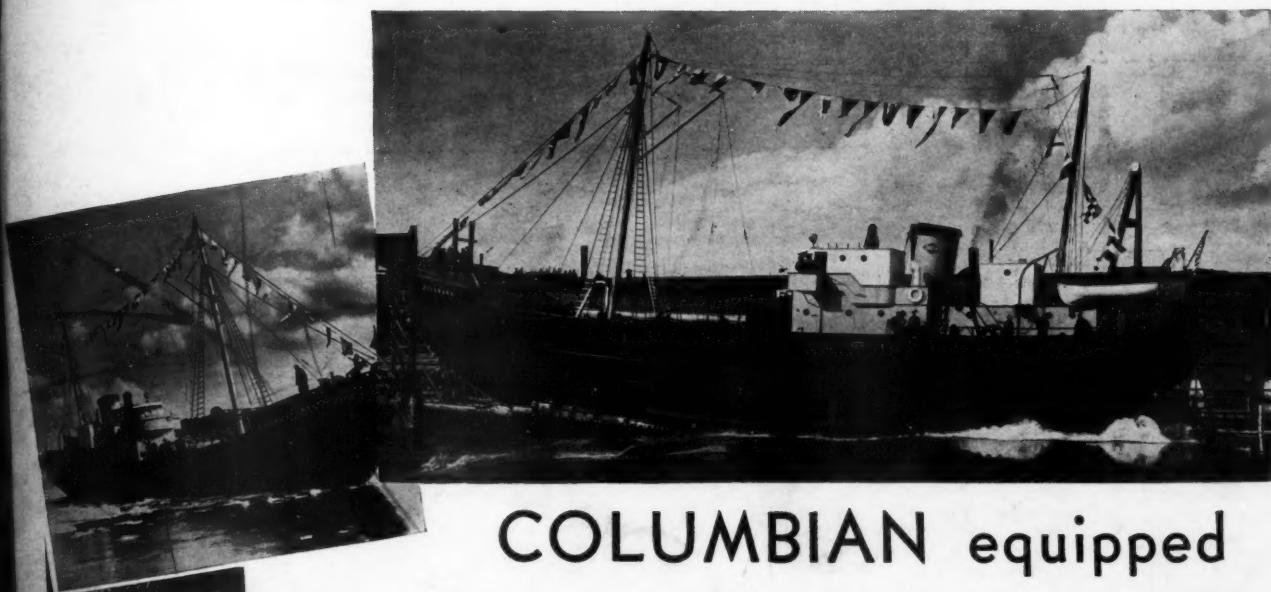
ATLANTIC FISHERMAN

VOL. XVIII

Registered U. S. Patent Office
JULY, 1937

NO. 6

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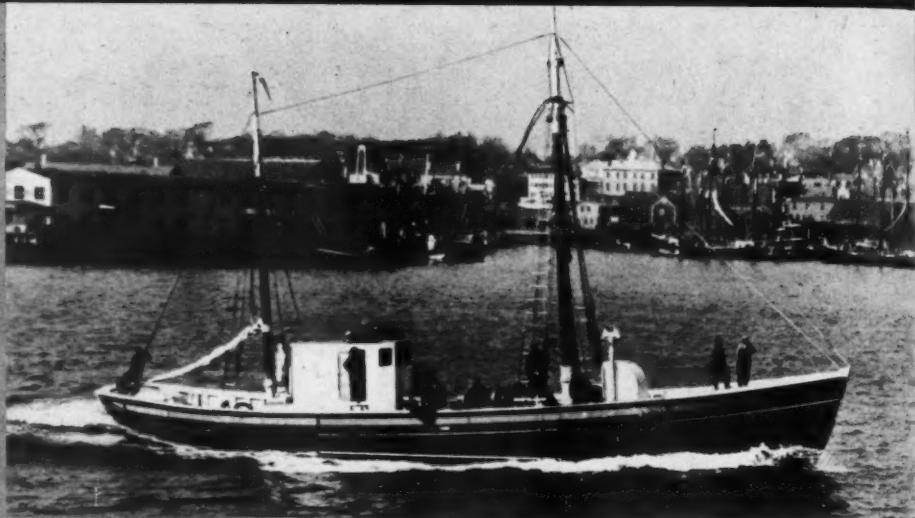
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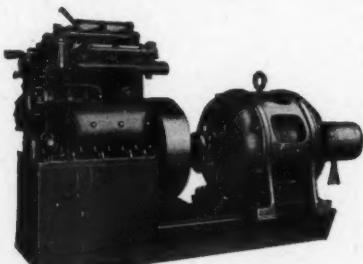
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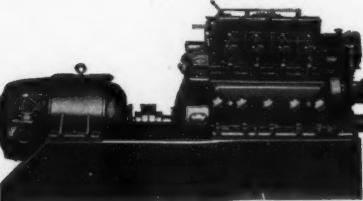
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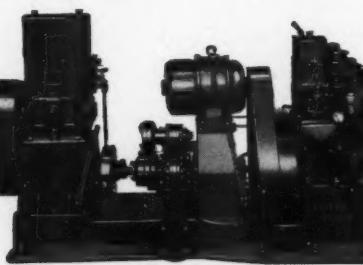
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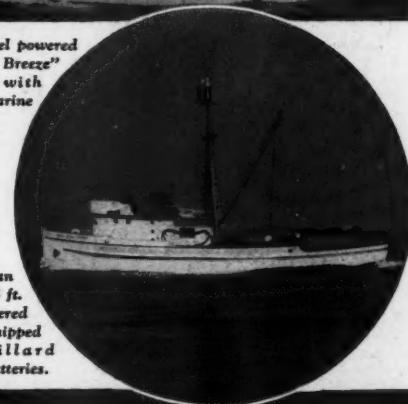
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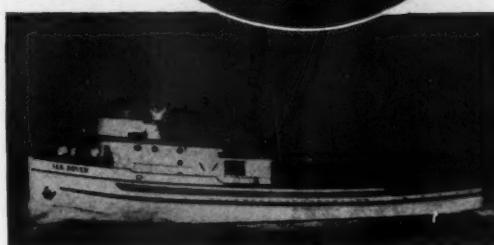
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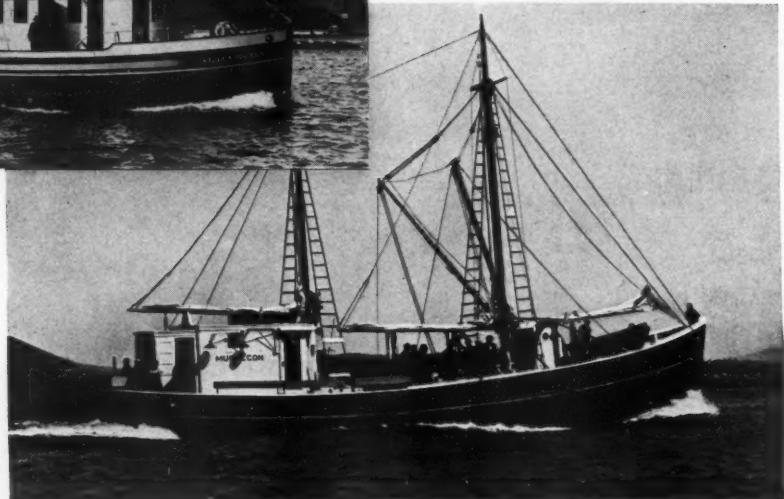


85 ft. Diesel powered seiner "Sea Rover"
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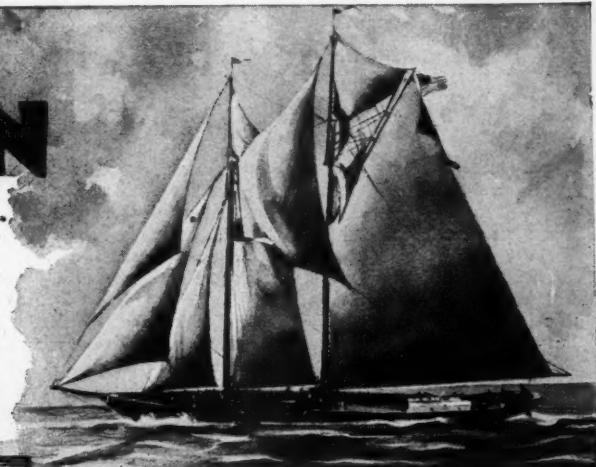
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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JULY, 1937

NO. 6

Fishery Advisory Committee Reorganized

In an effort to make the Fishery Advisory Committee of the U. S. Department of Commerce function more efficiently, and at the same time place it in a position to take appropriate interest in sectional questions, a sweeping reorganization, now virtually complete, has been made. Replacing the single general committee are six regional committees, whose chairmen are members of an Executive Committee.

The regions set up are New England, Middle Atlantic, South Atlantic, Gulf, Great Lakes and inland waterways, and Pacific. Membership includes commercial fishermen, dealers, scientists, conservation officials, sport fishermen, and association managers, although not all classes are represented in each regional committee.

Breaking down the single general committee, which was able to meet only once or twice a year, into these different groups, will enable each to discuss matters of local importance as well as those that are national in scope. The six chairmen, meeting occasionally in an executive session, will report the attitudes of their groups on national matters and on those of sectional importance which may also affect other groups.

This plan, we understand, was conceived by Gardner Poole, General Chairman of the Fishery Advisory Committee, whose many years of experience in several associations have given him a keen sense of the value of a set-up such as this.

Mr. Poole plans to call a meeting of the Executive Committee in Washington in the latter part of September, according to E. Willard Jensen, the Committee's Secretary. In the meantime, the regional committees will have an opportunity to consider important problems before the fisheries of the country. Among the topics slated for discussion are education and extension, protection of game and migratory fish, fishery surplus, international relations, fishery research, fishery legislation, marketing and distribution, and fishery standards.

It should be borne in mind that the Fishery Advisory Committee has no law-making power, being, as its name clearly states, an advisory body. However, it must also be remembered that the Committee is the brain-child of the Hon. Daniel S. Roper, Secretary of Commerce, and reports its findings to him and to the Business Advisory Council of which it is a part. Under the circumstances, the Committee can play, if it so desires, a very important part in the formulation of national, possibly international, policies affecting the fisheries. In matters of purely local concern the regional committees can be useful in getting divergent views clarified and reconciled.

Earlier this year, prior to the reorganization, the Committee recommended that the 1938 budget for the U. S. Bureau of

Fisheries include provision for a market news service and related activities. The Committee also urged that complete annual statistical surveys be made of the fishing industry, went on record in favor of immediate construction of a research vessel, recommended that steps be taken to insure American fishermen against usurpation of their fishing rights by foreign nations, and pledged itself to further consideration of an educational campaign to stimulate the consumption of fishery products.

Members of the regional committees are as follows:

New England Region: E. H. Cooley, Massachusetts Fisheries Association, Boston, Mass., Chairman; Thomas J. Carroll, Gordon-Pew Fisheries Co., Gloucester, Mass.; Capt. Magnus G. Magnusson, Trawler Hekla, Inc., Winchester, Mass.; Gardner Poole, American Institute of Refrigeration, Boston, Mass.; and Rufus H. Stone, Fisherman's Relief Corp., Portland, Me.

Middle Atlantic Region: John H. Matthews, Middle Atlantic Fisheries Association, New York City, Chairman; O. G. Dale, Jr., Salt Water Anglers Association of America, New York City; W. A. Ellison, Jr., Atlantic Coast Fisheries Co., New York City; George T. Harrison, Tilghman Packing Co., Tilghman, Md.; Capt. Thomas H. Hayes, Brooklyn, N. Y.; H. A. McGinnis, H. A. McGinnis Co., Philadelphia, Pa.; Capt. Sven Martin, United Commercial Fishermen's Associations of New Jersey, Wildwood, N. J.; Dr. Lewis Radcliffe, Oyster Institute of North America, Washington, D. C.; and Dr. R. V. Truitt, University of Maryland, College Park, Md.

South Atlantic Region: Sol Fass, Isaac Fass, Inc., Portsmouth, Va., Chairman; Frank D. Fant, Jacksonville Fish Co., Jacksonville, Fla.; and Dr. William Weston, Columbia, S. C.

Gulf Region: C. W. Gibson, Lone Star Fish & Oyster Co., Corpus Christi, Texas; Francis Wm. Taylor, Warren Fish Co., Pensacola, Fla.; and an additional member and chairman to be appointed.

Great Lakes and Inland Waterways Region: L. H. Smith, Smith Brothers, Port Washington, Wis., Chairman; O. L. Carr, Mid-Central Fish Co., Kansas City, Mo.; Charles W. Triggs, Booth Fisheries Corp., Chicago, Ill.; Fred Westerman, Superintendent, Division of Fisheries, Commission of Conservation, Lansing, Mich.; and E. L. Wickliffe, Fish Management and Propagation, Conservation Division, Columbus, Ohio.

Pacific Region: H. B. Friele, Nakat Packing Corp., Seattle, Wash., Chairman; H. J. Anderson, California Sardine Products Institute, San Francisco, Calif.; Lawrence Calvert, San Juan Fishing & Packing Co., Seattle, Wash.; Arch E. Ekdale, San Pedro, Calif.; and E. B. McGovern, McGovern & McGovern Co., Seattle, Wash.

The Freezing Preservation of Oysters

By Donald K. Tressler, N. Y. State Agricultural Experiment Station

THE market for oysters would be considerably extended if frozen oysters would come into general use. When the public becomes acquainted with the excellent quality of frozen oysters, their use will extend into the Summer months. The oyster is an excellent hot weather food as it contains only small amounts of fat and carbohydrates and thus upon utilization by the body yields few calories.

Freezing preservation will also take the oyster out of the quickly perishable class. A dealer having a cabinet capable of maintaining frozen oysters at $+10^{\circ}$ or lower will be able to hold frozen oysters in good condition for several months, thus eliminating the danger of loss from spoilage.

The freezing preservation of surplus oysters will also tend to steady the market and prevent gluts and will make unnecessary large losses because of overproduction.

Selection and Preparation for Freezing

This does not mean that oysters unsuited for sale as fresh shucked oysters can be preserved by freezing. Obviously, freezing does not improve the quality of an oyster but merely maintains that quality for several months. The average person is much more critical of a frozen product than of a fresh one; for this reason, it is important to select strictly fresh oysters.

When a frozen oyster thaws, a certain amount of juice separates; this liquid is sometimes spoken of as drip, weep, or leakage. Oysters placed in fresh or slightly brackish water just prior to freezing will yield excessive leakage on thawing; moreover, such oysters will be flat in flavor. For these reasons oysters should never be floated or washed in water of lower salinity than that in which they were grown. On the other hand, if the oysters are immersed in water of slightly higher salinity than that in which they are grown, their flavor will be improved; and on freezing and thawing less leakage will occur. There will be, however, a slight shrinkage during the washing.

It is doubtful if oysters frozen in the shell will ever become a commercial product because of the appearance of the thawed product. Thawed whole oysters look too much like spoiled oysters. On the other hand, thawed shucked oysters are almost identical in appearance to freshly shucked oysters.

Proper packaging of oysters to be frozen is of great importance, since contact of the frozen oysters with air will cause them to turn dark. Moreover, any desiccation that may occur

will not only spoil their appearance but also toughen them. Ordinary paraffined paperboard containers, such as are ordinarily used for shucked oysters, are not suitable as they permit the passage of too much air and moisture vapor. If paperboard cartons are used, they should be lined with moistureproof cellophane. This material is nearly impervious to air and moisture vapor.

Tin or glass containers may be used, but they should be clearly marked so that the consumer will not mistake their contents for canned oysters. Either plain tin (coke plate) or "C" enamel cans are satisfactory as containers; although if the frozen oysters are to be stored for a long period, the "C" enamel lined cans are preferred.

After the oysters have been packaged, enough of the liquor from the shucked oysters should be added to cover them. This liquid prevents contact of the surface of the oysters with air and also eliminates danger of surface desiccation.

Care should be taken not to fill the packages completely full as oysters expand about seven per cent. This expansion will cause bulging or bursting of the containers.

General Principles of Freezing

The freezing of oysters is really a very simple matter and does not necessarily require any complicated special equipment or process. Either quick freezing or slow freezing processes may be used.

The filled containers may be frozen by merely placing them in a very cold room (e.g. 0° F.), taking care to stack the product so that good circulation of air is assured. Although not absolutely necessary, forced circulation of air by means of electric fans is advisable, as it more than doubles the rate of freezing and costs but little. After the product is frozen hard, it may be packed in shipping containers and moved to another part of the cold storage. It should be noted, however, that oysters should never be packed in shipping containers before being frozen, as this retards freezing so much that an inferior frozen product is obtained.

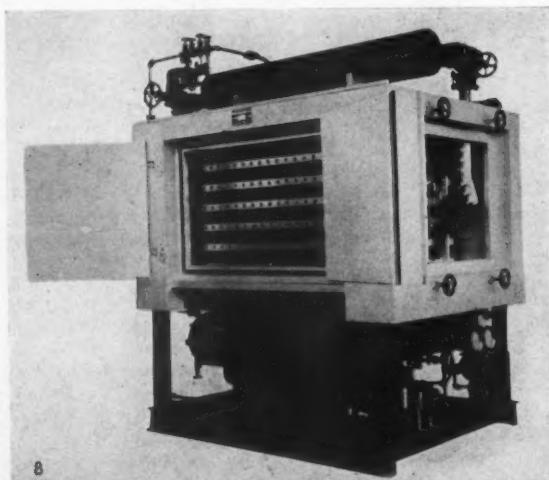
Slow freezing possesses the advantage that no special equipment is required and that, assuming suitable cold storage facilities are available, the quantity frozen daily is not limited by the capacity of special freezing equipment. Its chief disadvantage is that when thawed, slow frozen oysters give a somewhat greater leakage than do quick frozen ones. If the oysters are to be used in stews and the like, it makes little difference since little flavor is lost. But if the oysters are fried or eaten in cocktails, the slow frozen oysters will be somewhat less tasty.

Quick Freezing Processes

Since oysters must be packaged before freezing if a satisfactory product is obtained, only those processes which are suitable for freezing packaged products can be used for quick freezing oysters. This rules out the Kolbe, Cooke, and other processes which are primarily adaptable for the freezing of fillets.

Processes involving the direct immersion of the packages in brine or brine "fog" may be used provided the packages are of materials which are not affected by the brine or brine "fog" used. Most paperboard containers, even though heavily paraffined, are spotted by contact with brine. Any trace of brine allowed to remain on tin cans will cause them to rust. Further, it should be noted that cans filled with frozen oysters are not easy to wash because the wash water freezes on to the can. If hot water is used, the brine can be removed; but there is danger of thawing the oysters in contact with the interior of the can.

Oysters can be satisfactorily frozen by the Haslacher process, which involves the freezing of packaged products placed in metal tubes and then lowered into a brine tank. Usually, the products to be frozen are placed in cylindrical paperboard containers and covered with liquid. A patented depressor is placed over the product in order to keep it below the level of the



8
Six station multiplate Birdseye froster, the type of freezer used by the Bluepoints Co., Inc. Cartons of oysters are placed on the hollow, refrigerated shelves, and frozen under pressure.



Frozen shucked oysters in Nestrite containers, made by the Lily-Tulip Cup Corp. Dr. Tressler's tests of containers did not include this brand, or others of its type.

liquor in the container. The containers are placed in a long metal tube, the diameter of which is slightly larger than the containers; and a battery of the tubes is then immersed in brine.

The Haslacher process has three definite advantages for the freezing of oysters: (1) the product can be frozen in brine tanks used for the making of ice; and since there is little demand for ice in Winter, the surplus refrigeration capacity of ice plants could be used for freezing oysters. (2) The use of a depressor prevents the exposure of the surface of the oysters to air during freezing, storage, and thawing. (3) Elaborate equipment is not required for quick freezing products by this process.

Birdseye has invented two types of machines designed primarily for the purpose of freezing products packaged in rectangular packages. Thus far a large proportion of the oysters that have been quick frozen have been frozen in Birdseye equipment.

The original Birdseye quick freezing machine was known as a "belt froster." It consisted of two corrosion resistant metal belts placed one over the other in a freezing tunnel about 50 feet in length. The packaged product to be frozen is placed on the upper side of the lower belt and automatically engaged with any desired amount of pressure by the upper belt and carried into the freezing zone. Calcium chloride brine at about -45° F. is sprayed on the under surface of the lower belt and on the upper surface of the upper belt. The upper belt is about eight inches wider than the lower belt, thus the brine running from it cascades past the edges of the lower belt. Because of the very low temperatures employed and because of the fact that heat is extracted by conduction from both sides of the packages simultaneously, very rapid freezing is effected in this type of equipment. Although designed especially for the freezing of rectangular packages, usually two inches in thickness, products packed in cylindrical containers, such as tin cans, can be frozen in a belt froster if they are placed on end.

The belt froster has been largely superseded by the multiplate froster, an entirely different type of machine, which, however, extracts heat from the packaged products in the same manner. This freezing machine consists of a number of superimposed refrigerated hollow plates, actuated by means of hydraulic pressure in such a manner that they may be opened to receive products between them and then closed on the product with any desired pressure. The smaller machines are self-contained and have a refrigerating machine fitted with a high speed ammonia compressor mounted directly beneath the insulated freezing chamber. Machines with more than six stations, due to lack of space at the base of the apparatus, require separate refrigerating machines.

The plates are made of rolled aluminum alloy, and because of the good heat conductive properties of this material, and because they are maintained at approximately -25° F. by the evaporation of liquid ammonia therein, rapidly extract heat from the packaged products being frozen.

As in the case of the belt froster, this machine is designed especially for relatively thin rectangular packages. However, by placing cylindrical containers, such as tin cans, on end, products packed in this type of container can be frozen. It is essential that all of the packages be of uniform thickness, as



Cartons of frozen shucked oysters produced by the Bluepoints Co., Inc., West Sayville, N. Y. The 12-oz. box holds about 20 oysters; the large box holds four pounds.

otherwise the tops of all of the containers will not be in contact with the freezing plates.

Recently, the Murphy freezer has been introduced for quick freezing vegetables on a large scale. This machine consists of an insulated chamber in which coils of brine pipe of rectangular cross-section are arranged to make shelves one above the other in a staggered relation to provide a sinuous passage for cold air. Blower fans are placed at the ends of the insulated chamber to circulate cold air first over the bottom coil and then over the successive cooling coils. Its temperature is again lowered and it is recirculated through the system.

Since the metal trays of products have good contact with the refrigerated coils and since cold air passes rapidly over the tops of the packages, heat is removed from the bottom of the packages by conduction and from the tops by convection.

Another quick freezing system occasionally used is air blast freezing. The Grayson-Foster system is of this type, the cold air blast being confined in insulated tunnels. By having a series of tunnels, the loading and unloading of the products may be done without interfering with the freezing cycle and without loss of refrigeration.

Storage, Transportation and Marketing

Contrary to the general belief, the lower the storage temperature the less notable are the changes occurring during storage. As the storage temperature is reduced, chemical and enzymic actions take place more and more slowly. Microorganisms do not increase in number below 15° F.; but at that temperature enzymes are still very active, and oxidation takes place rather quickly. At zero these actions occur more slowly, and this temperature is satisfactory for oysters which are to be marketed within 8 months. For oysters which may be held longer periods, lower temperatures are recommended.

Frozen oysters should be kept at uniformly low temperatures at all times. Fluctuation of storage temperatures causes small ice crystals to grow into big ones and thus increases the leakage which occurs on thawing. Fluctuating storage temperatures also speed up desiccation.

Frozen oysters should never be permitted to thaw until required for use. If this occurs accidentally, the thawed oysters should be used immediately and should not be frozen, as thawed oysters are decidedly inferior in quality.

It is obvious that great care should be taken in the transportation and marketing of frozen oysters. They should be kept under refrigeration at all times. Retailers marketing frozen oysters should hold them below 10° F. until the time they are sold to the consumer.

Thawed oysters maintained at 32° F. will keep satisfactorily for several days, but they do not keep as well as oysters that have not been frozen. In general they will keep only approximately half as long as those which have not been frozen. Because of their inferior keeping quality, and also since they are somewhat different in flavor and appearance from freshly shucked oysters, it is not exactly fair to thaw them and sell the thawed product as fresh oysters. It is not that the quality of frozen oysters is not good, but rather that the consumer has the right to know what he is getting.

Factors Affecting Propeller Slip

By E. F. Ramsay, Hyde Windlass Company

A PROPELLER is no more nor less than a screw, or rather a section of a screw. The angle of the blades of a propeller determines the pitch of the thread, and the water is the nut through which the screw travels.

In the case of a screw advancing through a nut, each revolution will produce a forward travel equal to the pitch of the screw. Water, however, is not a solid, and there is, therefore, a certain loss due to the column of water acted on by the propeller being forced back in relation to the surrounding water.

This loss is caused by the resistance of the hull to forward motion. The apparent slippage, or "slip," as it is generally termed, is the difference between the theoretical speed of the propeller, and the actual boat speed attained.

This slip is usually stated as a percentage, and is determined as follows:

Pitch of propeller multiplied by revolutions per minute equals theoretical speed per minute.

Theoretical speed per minute multiplied by 60 equals theoretical speed per hour.

Theoretical speed per hour less actual boat speed equals amount of slip.

Amount of slip divided by theoretical speed equals percentage of slip.

For Example: Take a propeller of 20-inch pitch operating at 800 revolutions per minute, and giving an actual boat speed of 12 miles per hour.

20-inch pitch x 800 revolutions equals 16,000 inches per minute.

16,000 inches x 60 equals 960,000 inches per hour.

960,000 inches divided by 12 equals 80,000 feet per hour.

80,000 feet divided by 5,280 equals 15.1 miles per hour, theoretical speed.

15.1 miles theoretical speed less 12 miles actual speed equals 3.1 miles slip per hour.

3.1 miles divided by 15.1 miles (theoretical speed) equals .205 or 20.5 per cent slip.

Normal and Abnormal Slip

The percentage of slip varies considerably. Assuming the propeller used is correct for the installation, normal slip is from 15 to 25 per cent, depending upon the type of boat. In some cases, however, if the hull is of heavy construction and of bluff lines, a slip of 30 per cent is not uncommon.

There are a great many conditions which affect the percentage of slip. A propeller that is not of sufficient diameter, or one with too much pitch, will cause an increase of slip. A shaft that is inclined at too great an angle from horizontal, or a heavy deadwood or stern post in front of propeller, will also decrease the efficiency of the wheel and show a higher percentage of slip to correspond.

In the first-mentioned cases, the difficulty may be overcome by installing a wheel of large diameter, or lower pitch, or both.

Pitch Ratio

Heavy hulls require propellers of large diameter with a low pitch ratio. The pitch ratio is the ratio of pitch to the diameter.

For Example: A propeller with diameter and pitch alike, or 16 in. diameter x 16 in. pitch, is called a square wheel, or a ratio of 1, expressed "one point"; a propeller 16 in. diameter x 20 in. pitch has a ratio of 1.25 expressed "one point two five" and a wheel 16 in. diameter x 24 in. pitch has a ratio of 1.5 or "one point five." In the case where the pitch is less than the diameter, as 16 in. diameter x 12 in. pitch, the ratio would be .75 or "point seventy-five."

Light hulls which drive easily may be fitted with propellers of reasonably high pitch ratio, while hydroplanes and extremely light racing boats frequently use ratios as high as 1.75 and 2.

In general practice a ratio higher than 1.5 will produce abnormal slip and should be avoided. A safe rule is "the heavier

the hull, the lower the pitch ratio." Installations have been made on extremely heavy scows and canal boats where a ratio as low as .45 has been used and satisfactory results secured.

The Remedy for High Percentage of Slip

The reason for a high percentage of slip due to a propeller that is too small in diameter, or of too high a pitch ratio, is as follows:

The small diameter will not permit handling a volume of water sufficiently large to drive the hull. This may be illustrated by attempting to push a heavy object with a slender rod, in which case the object represents the hull, and the rod represents the water column handled by the propeller. The result is that the rod bends and the object, if it moves at all, will do so in an uncertain manner. Substitute a rod of sufficiently large diameter, and the object is easily moved.

In the case of a small propeller, or one of excessive pitch ratio, the water is revolved and thrown off the ends of the blades, instead of being forced directly astern. This action is generally termed "churning," and also takes place when the propeller is not sufficiently large for the motor.

In the case of a shaft being installed at too great an angle from the horizontal, the force of the propeller is expended downward, instead of straight astern. The inclination of the shaft should be as near horizontal as possible. The angle between the shaft and a horizontal line should never exceed 10 degrees, while a smaller angle is much more desirable.

The Effect of Deadwood or Skeg

Another cause for slip is the deadwood or skeg. While the skeg is of assistance in strengthening the hull and protecting the propeller, it also obstructs the free passage of water to the wheel. The water is broken considerably before reaching the propeller and is not of sufficient solidity for the wheel to act upon efficiently. The installation of a strut is preferable. In many cases the boat speed has been materially increased by removing the deadwood or skeg, and substituting a strut in its place. In the case where a deadwood or stern post cannot be removed, a three-bladed propeller should be used.

It is apparent that if a two-bladed propeller is used behind a heavy deadwood, the flow of water is so obstructed that when the propeller comes to a vertical position, the tendency is for the propeller to increase its speed at that point. This causes excessive vibration, as well as abnormal slip.

When a three-bladed propeller is used, there are always two blades beyond the deadwood, which are working in the more solid water, and vibration and percentage of slip are thus reduced.

It is generally advisable, however, to use a two-bladed propeller on auxiliary installations. When sail is used, the propeller may be brought to a vertical position behind the stern post and less obstruction is then offered to the boat's progress.

Blade Area

Next arises the matter of blade area. In order to force a boat ahead, it is necessary for the propeller to act against a certain amount of water. The area of the cross section of the water column acted upon varies in proportion to the diameter of the propeller and the area of the blades. In the case of two propellers of the same diameter, it is readily seen that the one having the larger area acts against a greater quantity of water. A narrow-bladed propeller will, therefore, operate at a slightly higher number of revolutions than a wide-bladed one of the same diameter and pitch, provided they are both of the same general design. But the wide-bladed propeller will work more smoothly and with a lower percentage of slip.

The blades of propellers have been made in various shapes, but it is generally conceded that an elliptical blade is the most efficient. This shape enters the water easily and leaves it without causing following eddies.

How One Wholesaler Solved His Problem

By Leo Weil, Fulton Fish Market, Louisville, Ky.

A NEW distribution problem has arisen in the past few years in the fish industry and is becoming more difficult to solve each season. The question is: How is the larger wholesale distributor going to develop enough volume to cover overhead and allow him to receive a profit on his investment? With mounting labor cost, competition from chains and independent truckers, whose sole idea is volume, the problem of the middleman becomes almost unsolvable.

Fifteen years ago an average city of 250,000 to 350,000 population supported three to four flourishing wholesale distributors and employed from 125 to 150 persons. These companies catered to small retail fish markets, hotels, groceries, restaurants, and meat markets. They, themselves, were not retail minded and in most cases did not sell anything at retail. True, competition was keen—but each wholesaler's actual cost per dollar's worth of business was almost the same, and the prices paid the producers were usually identical. Only in rare instances did selling prices vary over a penny or two. The distributor had to make his profit from the sale of fish and seafoods; he carried no side lines and did not believe in "Loss Leaders."

Today the picture is changed. The various chains have taken over the sale of the popular frozen, and a good many fresh varieties. Fillets of all kinds, whiting, croakers, oysters, and special varieties are often used by them as extra volume boosters. The independent distributor cannot compete with them, because, first, in most instances he is not as large a buyer; and, second, he must distribute through costly selling and delivery channels. The newer and even harder competition comes from truckers, meat packers, and food distributors. Fish is just a sideline with them, and they usually specialize in one brand of fillets, oysters, or a specialty, and peddle them out to any and everyone on their route. Many packers are under the false impression that fish can be handled on the same low-cost handling basis as meat, which is in the neighborhood of a penny a pound. The trucker often works on an even smaller margin, handling fish as an accommodation or just to line up other business, which he believes will be profitable. One trucker stated recently that he was not interested in the profits on fish as long as it took care of his gasoline expense.

Today in cities of 250,000 to 350,000, often we find one fair sized distributor and a few smaller fry. If there are more wholesalers, there is a perpetual fight for supremacy. And for supremacy of what? A dwindling fresh fish business that in most cases would not be profitable if one house had it all.

The distributor is out of the fish dressing business, and what a pity! It was the only ace in the hole for many years, because he always made money on fish that had to be dressed. Competitors did not want this part of the business as it was too difficult to handle.

With this picture of slowly diminishing wholesale marketing before us, we began to try to solve our problem of staying in business as a large distributor of fresh fish in our inland city of Louisville, Ky.

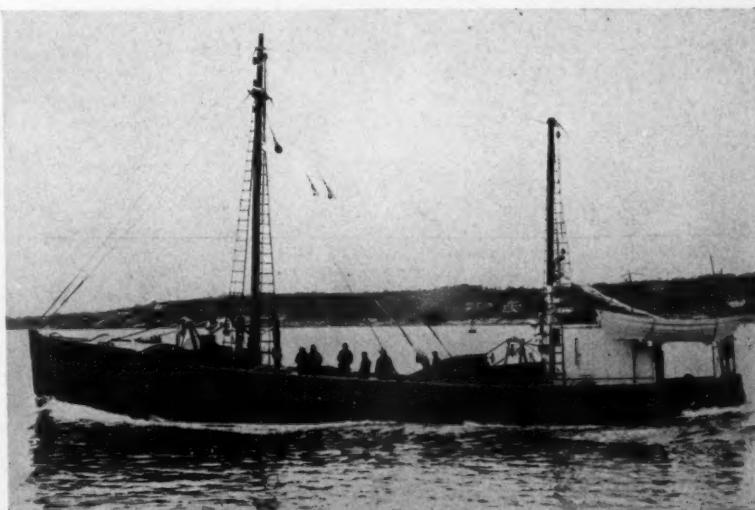
About five years ago, Mr. Harry Levy, President of our Company, saw the advisability of becoming retailer as well as wholesaler, and authorized the opening of our first retail outlet. In a period of three years we increased our markets in Louisville until today we have five progressive retail stores dealing exclusively in fish, seafoods, and fish products. These markets are spotted in busy thoroughfares. Each serves a different type of trade.

One store is located in the "Highlands," which caters to the higher salary bracket only; all fish foods of the finest quality are distributed and no frozen fish are disposed of here, and absolutely no fish is carried more than three days. (We find that often the managers of a store, unless we are strict on this rule, will dispose of merchandise regardless of its age, sacrificing customers for a little extra profit.) Another market is located in the Jewish center. A good portion of live fish constitutes our greater sales here and four experienced sales persons are necessary to handle this business. A third is spotted in the colored district, where we specialize in the varieties that are in demand. The others are located near the heart of the town and cater to the demands of a mixed clientele. Each market is under the direct management of thoroughly trained men who have been with us a number of years and know retail fish merchandising. They have been taught to sell other fish products which we manufacture, such as Ready to Fry Oysters, Pickled Shrimp, etc., which add to the volume for the first part of the week.

A luncheon meeting for the managers is held weekly where different sales problems are discussed—no high pressure selling—no pep meetings—just plain common fish sense is used in trying to solve our problems.

Through our outlets we have been enabled to carry a more varied fresh fish line, often more than 50 varieties, and in a good measure hold up our fresh fish volume. True, the sales are not what we would like, but we don't believe there is a Utopia in the fish business.

The sch. "Rio Douro", Captain Albino Pereira, of Gloucester, Mass. The "Rio Douro", one of the largest and finest of the fleet of wooden draggers, is 96 ft. x 20 ft. 8 in. x 9 ft. 6 in., and makes 11.5 knots with her 230 hp. Cooper-Bessemer Diesel. Other equipment includes a Hyde propeller, Willard batteries, Lister auxiliary supplied by the Wharf Machine & Electric Co., Inc., Diehl generator, New England Trawler Equipment Co. winch, Fathometer, Bludworth Radio Direction Finder, Kelvin-White compass, and Shipmate range. She is fueled and lubricated with Essomarine products.





A daily scene at the Gulfport Sea Foods plant during the shrimp canning season.

Gulfport Sea Foods, Inc., Steps into Front Rank of Shrimp Canners in Less than Two Years

ONE of the newest, most modern shrimp canneries on the Gulf coast is the Gulfport Sea Foods, Inc., owned equally by R. W. Beck, his wife and their six year old son. The Company's offices and plant are located midway on the municipal docks in Gulfport, Mississippi, a city of approximately 18,000 population, and, incidentally, one of the prettiest spots along the Mississippi Gulf Coast. The management of the business is solely in the hands of Mr. Beck, who was formerly associated for about two and one half years with the Sea Coast Packing Co., which is engaged in a similar line of business. Mr. Beck severed his relations with that organization on July 11, 1935 and organized Gulfport Sea Foods, Inc., on August 1 of the same year. The plant was equipped with the necessary machinery to enable Mr. Beck to complete his first pack on August 24, less than one month after starting the business. By November 14, only about three months later, the Company had delivered to New Orleans, La., 144,000 pounds of headless shrimp. The business has grown steadily ever since and the plant has been improved to the extent that it is now very up-to-date,

complying with the regulations of the U. S. Food & Drug Administration.

Production Operations

The Company is engaged in packing shrimp and oysters and handling all kinds of fresh sea foods from the Gulf. However, its principal pack is shrimp, to which we will devote our attention in this article. At the present time, Mr. Beck depends upon buying shrimp from 35 to 50 boats operated by independent fishermen, although he does own and operate a number of boats and is gradually developing this end of the business. Within one year, he expects to own and operate three fleets of 15 boats each. The shrimp are caught by trawling in the Louisiana marshes and from five to 20 miles out in the Gulf, most of the catches being near the five mile limit. They are brought in fresh, most of the shrimp being alive when the boats reach the docks. The shrimp are delivered at the docks in barrels, 210 pounds to the barrel, and are iced in the Company-owned metal lined 150-barrel capacity refrigerators. Practically speaking, from here on the shrimp never stop moving until canned.

The shrimp are carried from the boat or refrigerator, whichever the case might be, to the washers, where they are thoroughly washed and passed over an inspection belt. As they pass on, each picker is given a 12-quart pail of shrimp which are picked complete with tail on. The fresh meat is immediately placed in a flume of fresh artesian well water which carries the picked shrimp to the packing room. Here, after a short brine bath, the shrimp are run through a continuous blancher or cooker, consisting of two units and measuring four feet wide by 28 feet long. This is the only continuous cooker of its kind in the entire Gulf Coast packing industry. It is capable of handling 500 barrels of shrimp per ten hour day, or 50 barrels per hour.

From the cooker, the shrimp travel to the cooling and inspection belt and then to the grader, where they are graded into five sizes: pieces, small, medium, large, and extra large. The shrimp fall through the grader into wire metal baskets in which in 10 minutes or less, they are carried to the packing table, which is large enough for 12 girls to have ample room for packing. Here the shrimp are packed in cans and weighed carefully and then, by means of a conveyor belt, the shrimp, in the cans, are carried into the closing machines, which in this case are "Panama" machines leased from the Continental Can Co., each capable of sealing 60 cans per minute. The sealed cans are then



After the shrimp have been picked and given a short brine bath, they go through this continuous blancher or cooker, which has a capacity of 50 barrels per hour.

placed in round iron baskets, holding approximately 600 number 1 cans, and put into the process kettles, which hold three baskets each. The total time required for the shrimp to move from the boat to the finished pack is 49 minutes.

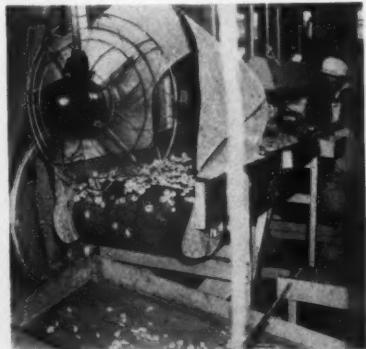
The entire operation is supervised by a representative of the U. S. Food and Drug Administration and utmost care is always taken to see that the best sanitary conditions exist at all times. Each picker is required to have a medical examination every 60 days and, according to Mr. Beck, sanitation and speed, as well as efficiency in packing, is an obsession with him. The average number of employees is 268, although on one busy occasion, there were 390 persons employed. The plant's present capacity is 250 barrels of shrimp in a ten-hour day.

The plant is ideally located. It faces the Gulf; the railroad lines of the Illinois Central and the Louisville & Nashville lie just to the rear; and Highway 90, The Old Spanish Trail, East and West, and Highway 49 North are just to the right. To use a local phrase, the Company is prepared to ship anywhere in the world; by vessel from the front door, by truck from the side door, and by rail from the back door.

Sound Labor Policy

The management has worked out many problems during the Company's brief existence. First, due to the fact that the Company was, and still is, the only organization in this line located in Gulfport, the labor was green. Now most of the original employees are still with the Company and its success, to a large degree, is due to the fact that the employees take an active interest in the business. Each employee is paid a bonus out of the Company's earnings each year and the Company operates its own insurance system. Due to the fact that there was no restaurant nearby, the Company recently made room in its plant for a cafeteria, which is owned and operated by the employees. The average cost of lunch in the cafeteria is just ten cents.

Experiments and improvements are being carried out constantly and, in addition to packing shrimp and oysters, plans are now being made to pack vegetables which will be shipped in from the adjoining and nearby counties in the State. Despite the fact that the Gulfport Sea Foods Inc. has been in existence less than two years, it is already recognized as one of the more important packing units in the industry.



From the blancher, the shrimp are carried over the cooling and inspection belt shown at left, falling at the end on to the grader. Here they are graded into five sizes, then carried to the packing table.

At right, the packing table, where the cans are filled by hand, weighed, and sent by conveyor belt (foreground) to the closing machines. The sealed cans are then processed in kettles, cooled, and turned over to the shipping department.



Part of the crabmeat picking room of L. R. Carson, Inc., Crisfield, Md., whose entire plant was recently modernized. Table tops are Monel Metal; cans are supplied by the Chesapeake Can Co.

Maryland

Crab Supply Good, Bringing Highest Prices in Years

By Edward Bowdoin

JOSEPH A. HENDERSON of St. George's Island, Md., recently reported to the State Conservation Commission that about 75 barrels of hard shell crabs and 100 dozens of soft shell crabs were being taken at St. George's Island a day. The soft shell crabs bring 60c a dozen.

High Prices Received for Soft Crabs

During the last week in June soft crabs brought the highest prices in the local market for years. They sold for \$1.50 for jumbos, \$1.25 for primes, and 90c for culls. Hard crabs also sold high. There has been a scarcity of soft crabs during June but plenty of hard crabs. Watermen say there will be a good supply of soft crabs during July and August.

Branch Crab House Opened

John T. Handy Co. have opened a branch soft crab house at George's Island, on the Sinepuxent Bay. The Milbourne Oyster Co. of Crisfield have had a plant at this point for several years and have extensive oyster grounds besides their crab business.

Opens Crisfield Branch for Summer

C. T. Maddrix of the C. T. Maddrix Co., who has been conducting a seafood business in Ft. Myers, Fla., has returned to Crisfield, where he will conduct the firm's business during the Summer months.

Survey of Young Oysters

Robert F. Duer, Chairman of the State Conservation Commission, has been conducting a survey of the young oysters at the head of Chesapeake Bay to determine their growth since the destructive floods of the Spring of 1936.

Duer asserted that the survey was necessary to determine if there were sufficient young oysters and if they were large enough to warrant transplanting.

Survey Made of Virginia's Fisheries

More than 50,000 Virginians are directly or indirectly supported by the fishing industry in the State, C. W. Newman, Director of Research of the Virginia State Chamber of Commerce, pointed out in a survey of the industries. The value of this industry's products was placed by the organization as well over \$4,000,000, as described by the latest reports of the U. S. Bureau of Fisheries. Tonnage of fish and shellfish was placed at 123,000.

The fin fish catch of 198,000,000 pounds was four times the shell fish catch of some 48,000,000 pounds. The value of fin fish was \$1,847,000 and that of shellfish was \$2,330,000. Shellfish products included market oysters valued at \$1,400,000; crabs at \$560,000; and clams at \$364,000.

Florida

Producer Discusses Southern and Maine Lobsters

CHARACTERIZING the entire matter as "a tempest in a teapot," J. F. Hammond, Manager of the Hammond Lobster Co., Miami, Fla., comments on the attempt being made by the Sea & Shore Fisheries Department of Maine to have Southern and foreign "Rock Lobsters" labelled in some entirely different manner. "The Maine Department of Fisheries is working itself into a dither over a matter that concerns them not at all," Mr. Hammond says. "To the best of our knowledge and belief, all lobsters caught in Maine are eagerly consumed in the New England market at good prices. The supply is a very small part of the total demand and most of the lobsters consumed are imported from the Maritime Provinces of Canada. If Maine has any grievance it is with Canada and not with us.

"Southern Lobster, known as Rock, or Spiny Lobster, and so listed by the U. S. Bureau of Fisheries, is technically known as 'panulirus argus.' It is found on the lower East coast of Florida, the Bahamas, Cuba, California and apparently around the world in sub-tropical waters. Northern lobster is technically 'homarus americanus' and is generally referred to as lobster. The Food & Drug Administration allow us to label our product as 'Rock Lobster,' 'Spiny Lobster,' or 'Sea Crawfish.' The term crawfish as applied to our Southern lobster is misleading and incorrect. Crawfish is a *fresh water* crustacean closely resembling the lobster in appearance, even to the claws, but much smaller in size. It is a delightful sea food but has no connection with our lobster. Our product is known and sold throughout the world, and in all languages it is called 'lobster.' The Cubans and Spaniards call it 'langosta,' the French 'langouste,' and the translation of both words is 'lobster.'

"Rock lobster has been finding a steadily improving market throughout the North. The meat is tasty and the price is reasonable throughout the year and not subject to wide fluctuations. Through its wide distribution and reasonable price it is finding markets that Northern lobster could never reach. At no time have there been any advertising campaigns or extensive sales efforts. The steadily increasing demand has been due to the quality of the product.

"We still believe that good salesmanship consists in boosting our own product and avoiding knocking that of our competitors. Evidently the Maine dealers never heard of this slogan. No one can serve a broiled live rock lobster and confuse it with Northern lobster. We admit the flavor is just as good, but the appearance is radically different.

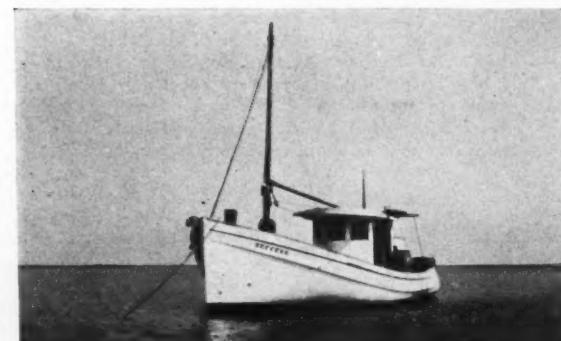
"Our product is known correctly as Rock Lobster and we propose to fight for the use of this name. Certainly no right-minded person can ever question our right to do so. This name distinguishes it from Northern lobster clearly enough for anyone. Probably the entire matter will work to our advantage after all. Many people reading the pros and cons of the argument may not be familiar with Rock Lobster and their curiosity will bring about a trial meal. Once they try it, we have a new permanent customer."

Daniels Bros.

Daniels Bros., Fort Myers, Fla., report that they have just



Salvatore Daniele, manager of the Grand Fish Co., of Fernandina and St. Augustine, Fla.



"Success", trim shrimp trawler owned by Capt. F. J. Lobrano, Jr., of Pointe-a-la-Hache, La.

finished one of the best seasons of boat building in their history, and are now looking forward to an even bigger season next Fall. They have recently enlarged their store room and boat building facilities, and now have four fishing boats under construction for Fall delivery. Later this Summer they expect to enlarge their docking space and install gas tanks.

Warren Fish Co. Given Publicity

The plant and one of the red snapper boats owned by the Warren Fish Co., Pensacola, Fla., are given a full page display in "The Picture Book of Pensacola," just issued, which in its 32 pages displays many of the highlights of that charming city.

St. Augustine Items

Felice Golino's fleet has returned from Louisiana and is now fishing in Georgia. Mr. Golino has taken delivery of another boat, built at Fernandina, powered by a 60 hp. Caterpillar Diesel. His largest boat, *Benito Mussolini*, has been repowered with a 150 hp. Buda high speed Diesel, replacing a 75 hp. Diesel.

The 60-70 hp. Diesel in the *Clementina* has been replaced by a 150 hp. Superior Diesel. Three other Superior Diesels have been sold recently, one to Ramos Bros. of St. Augustine and Darien, Ga., another to Joe Mendes of Brunswick, Ga., and the third for another Brunswick boat.

All of the St. Augustine shrimp boats have left for other ports except Dominic Poli's four, Mrs. DeGrande's three, A. Poli's three, and a few independent boats. Shrimp seem to be scarce everywhere.

Gulf Items

COMMENTING on his investigation of deep water shrimp grounds in the Gulf of Mexico, William Cruso, C. C. Co., Biloxi, Miss., says, "The boats we had engaged in this enterprise were not successful because we did not have the right kind of fishing tackle. But the boats struck a good many large jumbo shrimp far out in the Gulf, approximately 20 miles out from the main shore line. There were a good many shrimp out there, but the equipment on the boats was rather light and the sharks were so bad the catches could not be saved. We have put these boats back in the snapper business, and both the *Marie Kathryn* and *Over the Waves* brought in nice loads on their recent trips."

R. W. Beck Buys Bay Canning Firm

Announcement is made of the sale of the Bay Canning Company of Bay St. Louis, Miss., to R. W. Beck, engaged in the seafood canning industry at Gulfport. The purchase was made from a company composed of individuals of which J. Randolph Ladner was president.

Expect Record Shrimp Run

Reports from Port Arthur, Texas, indicate that the shrimp run, which started in April, is likely to establish a new record. About 60 boats are bringing in their catches for trucking to Galveston.



Left to right: Capt. Joseph Orlando and Capt. Jerome Lovasco, co-owners of the "Saint Joseph", which is shown in the center panel. Extreme right, Winslow Feener, engineer of the new dragger.

Gloucester Italian Fishermen Enjoy Annual St. Peter Fiesta

WITH thousands of participants and spectators, the seventh annual St. Peter's Fiesta, staged by Italian-American fishermen, was held at Gloucester June 26, 27 and 28. The celebration began the afternoon of the 26th with a parade, after which short addresses were made by the Mayor, Senator Hale, Congressman Bates, Representative Dodge, and Father Kiley.

On Sunday, the 27th, a religious procession in which 840 took part was both spectacular and impressive. This was followed by a program of sports in which Sam Linquata of the *Natale II* won the dory race, and the seine boat of the *Antonina* defeated those of the *St. Peter* and *Orion*. Band concerts were given far into the night.

More sports and music were on tap on the 28th, with an address by Governor Charles F. Hurley and an elaborate display of fireworks climaxing the celebration.

The Fiesta's general committee included Capt. Benjamin Curru, chairman; Capt. Peter Favazza, treasurer; and Capt. Leo Linquata. Many hard-working sub-committees handled the details in an excellent manner.

"Saint Joseph" Sails on Maiden Trip

The *Saint Joseph*, 77-foot dragger owned by Captains Joseph Orlando and Jerome Lovasco, sailed on her maiden trip the last of June under command of Capt. Lovasco, whose daughter christened the vessel on June 20. The *Saint Joseph* was launched the first of May from the yard of B. F. Warner, Kennebunkport, Me., then towed to Gloucester for the machinery installation and christening ceremonies. A trial run took place June 13, with the deck full to the gunwales with guests, who thoroughly enjoyed a three-hour trip around Cape Ann. A second trial run, to Thatcher's Island, took place a week later, and on both trials the dragger performed perfectly.

Her main engine is a 4-cylinder, 4-cycle, 135 hp. Atlas Imperial Diesel, which gives her a speed of about 9½ knots. Other equipment includes a bronze shaft, 52 x 44 Hyde propeller, Willard batteries, Fairbanks-Morse continuous voltage generator, Hathaway winch, Shipmate range, and Wall rope. The *Saint Joseph* uses Essomarine fuel and lubricating oil, and is equipped with Ederer nets.

Winslow Feener is engineer, and there are accommodations for a crew of ten.

Mackerel Receipts Light

During the past month the mackerel fleet has not had much success. The fish seem to be schooling in small numbers, which has meant light trips of from 2,500 to 10,000 pounds. Although no record trips are being made, the *Bethulia* and *St. Theresa* are probably the high liners of the Italian fleet. The catch to June 30 totalled 6,394,800 pounds, the smallest in five years, and only a third of what it was at this time last year.

Everyone now hopes that conditions will change with the next period of dark nights. If not, many of the boats will no doubt change back to dragging. Practically all of the Italian fleet, or about 35 vessels, are now seining.

"Andrew & Rosalie" Has Largest Swordfish Trip

The swordfishing fleet has been doing quite well, with the largest trip in June being brought in on the 28th by Capt. Jimmie Abbott in his *Andrew & Rosalie*, which had 79 fish that sold for 30c per pound. Several additional vessels have gone swording since the season began, bringing the total to around 15. The *Old Glory* and *Nyoda* recently changed over from seining and the *Cape Ann* from dragging, to try their luck at swordfishing. Most of the Portuguese vessels are also out.

Halibuters Doing Well

Although there are few halibuters this year, the vessels out have been doing fairly well. The high liner is the *Raymonde*, Capt. Carl Olsen. Others halibuting are the *Dawn*, Capt. Archie McLeod; *Grand Marshall*, Capt. Leo Hines; *American*, Capt. Simon Theriault; and the *Isabelle Parker* of Boston.

United Fisheries at New Quarters

Since vacating its quarters at the Steamboat Wharf, United Fisheries is occupying the unused property of the old Frank C. Pearce Co. on Main St., owned by Gorton-Pew Fisheries, Ltd.

Capt. Manuel P. Domingoes has retired as General Manager. His son, Manuel P. Domingoes, Jr., succeeds him.

Union Engine Sales

T. Ralph Foley, New England representative for Union Diesel engines, reports the sale of 6-cylinder, 275 hp. Union Diesel engines for the *Babe Sears*, Capt. Joseph Sears, and the *Leonora C.*, Capt. John Carrancho, the former to be equipped this month, and the latter in the Fall.

"Thebaud" Leaves for Baffin Bay

With a distinguished party of scientists aboard, the *Gertrude L. Thebaud* left Gloucester June 24 for North Labrador and Baffin Bay. Commander Donald B. McMillan, making his 16th Arctic trip, is in charge, with Capt. John T. Crowell, Jr., as skipper. A stop at Boothbay Harbor, Me., was scheduled to pick up a 25 ft. power boat built by S. R. Doloff of that port. The power boat has a Gray motor, and is painted with Pettit paint throughout.

New Company Buys Plant

Gorton-Pew sold the buildings and property on East Main St., known as the Booth Fisheries property, to Hugh Parkhurst, whose father, Percy G. Parkhurst, will take over the place, managing the Gloucester Sea Foods Co. The Company will deal in fresh fish and lobsters, and will also service boats.

The Gloucester Vitamin Oil Company will move from the Alexander wharf at East Gloucester to the Parkhurst wharf.

"Thomas J. Carroll" Launched

The new 125-ft. motor vessel *Thomas J. Carroll*, named after the President of the Gorton-Pew Fisheries Co., was launched recently at Shelburne, N. S., and will soon arrive at Gloucester with a capacity load of salt cod. Capt. Cecil Thurber is skipper.

Great Lakes

Fishermen Report

Heavy Carp Production

A HEAVY production of carp, lasting for five weeks, was reported by S. A. Johnson, President and Manager of the Johnson Fish Co., Green Bay, Wis., in mid-June, at which time the run was tapering off. "The carp produced this Spring ran exceptionally large," Mr. Johnson stated, "but all other varieties are very scarce at the present time. Lake fishermen in this vicinity are now fishing floater hooks and getting a fair production of real large lake trout. Lake Michigan chubs have been very scarce for some time and the large smokers in the East are paying unheard of prices for this season of the year for the small production of chubs available."

Want Duty on Whitefish Increased

Declaring that the present duty of one cent a pound on blue pike and three-quarters of a cent on whitefish is insufficient to protect American fishermen, Lake Erie producers recently sent a resolution to President Roosevelt asking for immediate action towards increasing the duty. Preceding adoption of the resolution there were several meetings of producers from Lorain, Ashland, Painesville, Conneaut and Erie, called by S. P. O'Brien, President of the Great Lakes district of the International Longshoremen's Association.

Cheboygan a Leading Shipping Port for Fish

Characterizing Cheboygan, Mich., as "the leading fresh water fish shipping port in the United States," the Daily Tribune of that port recently devoted a special section to this phase of the city's industrial life.

It was estimated that 1,500 tons of fish, valued at \$450,000, were shipped through Cheboygan last year. Part of this production came from the fleet of 40 boats at the port, and the balance from other points within a radius of 150 miles, brought in by freight boats and trucks. The principal dealers are A. D. Shawl & Co., R. J. Bell Fishery, Robbins, Inc., and the E. W. Eddy Fishery.

The fishing season runs from April to December as a rule, with whitefish and trout the two principal species. Others are mullet, perch, pickerel, pike and bass.

Shipments to Chicago, Detroit, New York, Philadelphia and Boston move regularly during the season by Railway Express, with fast trucks carrying additional consignments to Chicago.

Forms Commission of Interstate Cooperation

Gov. Philip F. LaFollette on June 24 signed a bill creating a Wisconsin commission of interstate cooperation to carry forward participation of Wisconsin as a member of the council of state governments, to assist the legislative, executive, administrative and judicial officials and employees to develop and maintain friendly relations with other states, and to promote co-operation between Wisconsin and other units of government. An appropriation of \$2,500 annually is provided for to carry on the committee's work.



The "Cub", owned by Capt. C. G. Wenniger, Algoma, Wis., and powered by a 40 hp. Superior Diesel engine.

Long Island

Fleet Augmented

By Several New Boats

THE *Lucky Seven*, a new boat owned by Capt. Budd King, has been bringing in some fine catches at Montauk. She is 38 x 11 x 4 ft., equipped with a 165 hp. Lycoming engine and Willard batteries. Capt. King also handles an extensive line of tackle for sport fishermen.

Baldwin

Capt. Clyde Herbert has replaced the 50 hp. Gray motor in his boat with a 90 hp. of the same make.

Capt. Albert White has overhauled his boat and installed a new Universal motor.

Freeport

Capt. Mel Elderd christened his new boat, *Juliana*, on June 23. She measures 40 x 11½ x 3½ ft., and has a 125 hp. Buda Diesel and Willard batteries. Capt. Elderd will take the *Juliana* to Palm Beach this Winter.

Capt. Bill Robinson's new 45-ft. *Dragon*, equipped with special outrigging of his own design, is now operating out of Unger's Dock. The *Dragon* has a 60 hp. Fairbanks-Morse Diesel and Willard batteries.

Capt. Fred Carman's new boat, the *Albert & Howard*, is 43 ft. long and powered with a Cummins Diesel.

Capt. F. R. Merritt has added another *Caliban* to his fleet, making five in all. The *Caliban V* is a sport fisherman built after Capt. Merritt's own design. She measures 30 x 9½ x 3½ ft., and is powered with a Chrysler motor.

Capt. Ray Elderd of the *Betsy Anne* again had the distinction of bringing in the first tuna. The *Betsy Anne* is 46 ft. long and is powered by a 100 hp. Kermath.

Islip

Two huge tuna, weighing 570 and 680 pounds, were caught in the traps of the Sunrise Fish Co. off Fire Island June 23. They were the largest to be taken along the Long Island shore in several years.

Greenport

The Shelter Island Oyster Co., John Holub, manager, has built an addition to its plant, equipped with modern machinery. In addition to its fleet of boats, the Company operates four trucks, used mainly for shipments to Fulton Market.

Capt. Bill De Waal is operating his charter boat *Netop* from this port after a trip to Florida and the Biminis.

Capt. Sam White has been getting plenty of weaks, porgies and blacks, operating the party boat *Falcon*.

Babylon

The Fire Island Brand Fishing Tackle Co. of this port expects to place its products on sale at Miami and Palm Beach this season.

Many Varieties Hit Peak Production

Weakfishing in Peconic Bay has been the best in some years. There was a lull the first part of June but the latter part of the month a good run was again on. Some of the first fish tipped the scales at ten pounds apiece.

The waters of Montauk were alive with mackerel during June, and the catch was still very good early this month.

William and Edward Parsons of Montauk made the first swordfish catch of the season about the middle of June when they landed one fish weighing 208 pounds.

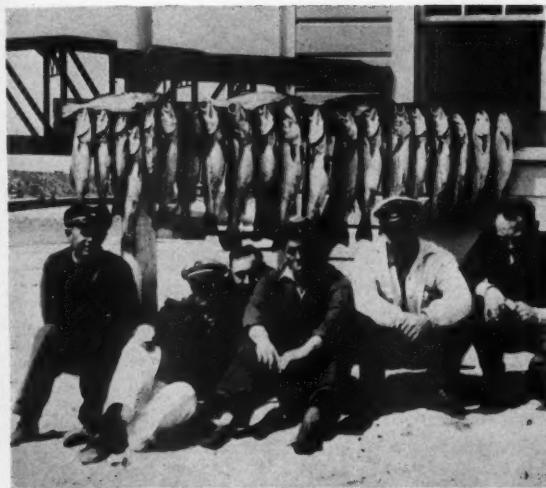
Commercial fishermen both in bay and sound have made great catches of squid, but prices have been low.

Out of Sheepshead Bay porgies and mackerel are running good. Boats come in with big loads of porgies tipping the scales at four pounds and mackerel up to three and four pounds.

Captains report blackfish and bass running good at Seabright and Long Branch.

Lobsters made a very good showing in the start of the season, slacked off about the middle of June, and were expected to pick up this month. Lobsters are large and of excellent quality.

Pollock fishing at Montauk has been good and the fishermen out for them say they are still very much in evidence.



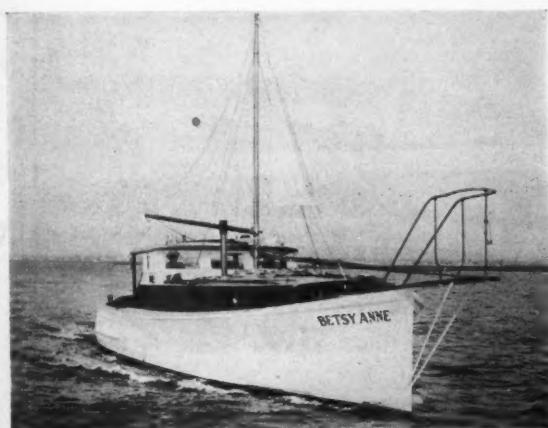
Group of party boat skippers at the East End Surf Fishing Club, Hampton Bays, L. I. Third from left, bareheaded, is Capt. Chas. Altenkirch, prime mover in the Club, who also runs a tackle store in N.Y.C.



"Old Squaw", owned by Capt. Chas. ("Red") Fournier of Greenport, L. I. Equipped with Exide batteries.



Greenport Shipyard, Inc., Greenport, L. I., August Reiter, manager. The "Report", Capt. Thomas Reiter, in center foreground, has a 46 hp. Wolverine Diesel, installed in 1925.



"Betsy Anne", owned by Capt. Ray Elderd, now working out of Freeport, L. I. She has a 100 hp. Kermath motor.



School House Creek, New Suffolk, L. I., where Harry and "Goldie" Tuthill have two fishing stations.



"Emerald", Capt. E. E. Fiedler, of Greenport, L. I. Powered by a 50 hp. Bolinders.



Part of the fleet of 42 trucks owned by H. E. Swezey & Son, Eastport, L. I., many of them used for hauling fish to Fulton Market. H. Chester Swezey, President, also operates a marine dock at Greenport, the fish business formerly operated by F. N. Terrell, and the party boat "Rudolca".

Maine

Fishing Laws Changed. Partial Ban on Non-Residents

NEW laws affecting commercial fishing in Maine were enacted by the State Legislature at its recent session. Some of the more important were as follows:

Non-residents are prohibited from commercial fishing for groundfish between April 1 and November 1 of each year. All resident commercial fishermen—five or more years' residence is called for—must obtain licenses, for which no fee is charged. Mesh measure for beam and otter trawls must be at least 4 $\frac{1}{4}$ inches stretched measure. Sale of clams less than two inches in longest diameter is prohibited, except for bedding, with a 15% tolerance permitted. Crab fishermen must obtain a license, without fee, must mark traps and other gear similar to lobster gear, and must have been residents of the state for at least 10 years. Clam shipments out of the state from Washington, Hancock, Knox, Waldo and Lincoln counties are prohibited between May 15 and October 1. Clams, quahogs and mussels may not be canned between the two dates just mentioned. A system of licenses and certificates for those selling clams has been authorized. Seals killed in Hancock and Washington counties will bring a bounty of \$1 each.

As noted previously in these columns, \$20,000 was appropriated for establishing a lobster hatchery, and \$50,000 was granted for advertising the State's agricultural and fishery products.

Many local laws were repealed or altered, most of them dealing with clams and smelts.

Continue Efforts to Increase Herring Duty

Eastern Maine producers of smoked boneless herring are still working on the matter of increasing the import duty on this article, aided by Grand Manan producers. According to W. B. Mowry, packer and curer at Lubec, the petition asking for an increase in duty, sent to Washington by Grand Manan fishermen, brought only a reply from the Tariff Commission that it would be placed on file. "The matter was then taken up with the Canadian people," Mr. Mowry continues, "whom we understand sent a delegation to Washington to confer with the President, and from a letter which we received recently from the Marketing Board on Grand Manan they are planning to hold a meeting very soon to see what arrangements can be made along this line."

J. W. Beardsley's Sons, Newark, N. J., and B. Woodman of the Company's Eastport plant, made somewhat similar comments in response to inquiries by ATLANTIC FISHERMAN.



Coal tarring a Linen Thread Co. mackerel seine at Monhegan, Me. Left to right: Capt. Ford Davis, Fred Townsend and Raymond Orne, all of Monhegan.



"Scout", fast lobster boat owned by Capt. Clyde S. Young, of Matinicus, Me.

Underwood Plant Operating

The Rockland plant of the William Underwood Co. resumed operations last month with close to 175 persons on the payroll. The first arrival of fish consisted of about 400 bushels of herring brought by the smack *Ernest Lowell*, Capt. C. J. Crowley, from the Eugene Rackliffe weirs at Wheeler's Bay. This was closely followed by a similar fare brought by the smack *International*, Capt. Ashton Alley.

Stone Comments on Shrimp Fishing

Although no Maine fishermen are engaged in shrimp fishing at the present time, Rufus H. Stone of the Fisherman's Relief Corp., Portland, says that "sufficient interest on the part of fishermen making inquiry leads us to believe that within a reasonable time one or two boat owners will come forward, whose knowledge of the coast and dragging would enable them to pursue such fishing experiments with reasonable promise of success. At such time assistance will be forthcoming in the matter of credit for gear and supplies, if needed."

Lands First Swordfish

The Portland fishing schooner *Dirigo First* landed five swordfish on June 16, the first of the season.

Rearing Lobsters

Artificial hatching and rearing of lobsters started the week of June 14 at the Boothbay Harbor Federal Hatchery, and will continue for several weeks. Several hundred thousand fourth-stage lobsters will be reared and released.

Scallopers Get Record Hauls

The Georges Bank scallop fishermen ran into exceptionally good beds in May and two Rockland boats made record trips. Capt. Charles Carver brought the *Madeline* and *Flora* in with 2,400 gallons, while Capt. Howard Anderson and his small *Alice May* got over 1,200 gallons. These are the largest trips for four years.

Working on Pleasure Fishing Boat

Charles Gomes, boat builder of Sebasco Estates, Me., is building a 30 ft. pleasure fishing boat for local parties, to have a Palmer Ford conversion and Hyde propeller.

Improvements at Murphy's Boatshop

Bert Murphy, boat builder of Friendship, has made many improvements in his boat shop to take care of extra orders for his popular Murphy vessel dories. He recently delivered two 18 ft. and two 15 ft. dories to Charles York of Boothbay Harbor for herring fishing.

Red Wing Motor for Party Boat

Axel Gronros, proprietor of the Rockland Boat Shop, is building a fishing party boat for Capt. William Spooner of Flushing, Long Island, to be used in Florida waters. She is 42 x 12 x 4, and is to be powered with a 90 hp. Red Wing.

THE "CAPTAIN DRUM" GETS SET FOR PROFITS!

another able Gloucesterman moors at the Essomarine Sign



Capt. and Co-owner
Jack Agrusso

Co-owner
Isidoro Tarantino

The "Capt. Drum": length 77.4 feet, beam 15.4 feet,
gross displacement 40 tons.

She's an able, handsome old lady, the "Capt. Drum" . . . 62 years old but as ready for a breeze o'wind or record-breaking haul as any fisherman that ever swung off for the Gloucester market. Her co-owners, Captain Jack Agrusso and Isidoro Tarantino took care of that. They gave her a sturdy, powerful engine and made sure the engine would deliver all the performance that's built into it.

How? By doing what so many other Gloucester skippers are doing—getting their fuel and lubricants at the Essomarine sign. *Then*, let the weather come fair or foul, they know they can depend on their vessel because she's protected by products of the world-leader in petroleum.

PENOLA INC., 26 BROADWAY, NEW YORK CITY

Photos by John Adams

100 H.P. C.O. Fairbanks-Morse Semi-Diesel

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.
—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)
—Standard Oil Company (Ohio)—Humble Oil & Reining Company—Imperial Oil, Limited (In Canada).

Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

1—Sea Products, Inc., Box 777, Clearwater, Fla.
 2—Capt. Tom's Fish Mart, Miami, Fla.
 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
 4—John T. Handy Co., Inc., Crisfield, Md.
 5—Portland Fish Co., Portland, Me.
 6—Isaac Fass, Inc., Portsmouth, Va.
 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
 9—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
 11—Star Fish & Oyster Co., Mobile, Ala.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 1, 6, 8, 9, 10

BUTTERFISH:

Nos.: 3, 5, 10

CATFISH and BULLHEADS:

Nos.: 7

CLAMS:

George Haritos, Ipswich, Mass. (Ipswich Clams).

Also: 3, 5, 11

Canned: 5

COD:

Nos.: 3, 5

Canned: 5

Salted: 3, 5

Smoked: 3, 5

Cod-Liver Oil: 5

CRABS and CRABMEAT:

Nos.: 4, 5, 8, 11

CROAKERS:

Nos.: 6, 10

CUSK:

Nos.: 3, 5

Salted: 5

FLOUNDERS:

Nos.: 3, 5, 6, 10

FROGS:

Nos.: 2, 7, 8, 9, 11

GRAY TROUT:

Nos.: 10

GROUPERS:

Nos.: 1, 8, 11

HADDOCK:

Nos.: 3, 5, 11

Salted: 5

Smoked: 3, 5

HAKE:

Nos.: 3, 5, 6

Smoked: 3, 5

HALIBUT:

Nos.: 7

HERRING, SEA:

No.: 3

Smoked: 3, 5

KINGFISH:

Nos.: 1, 2, 8, 10

Canned: 1

LOBSTERS:

No.: 3

LOBSTER'S (So. Crayfish):

Nos.: 2, 8, 9, 11

MACKEREL:

Nos.: 3, 5

Salted: 1, 3, 5

Smoked: 3, 5

Canned: 1, 5

MULLET:

Nos.: 1, 2, 6, 8, 11

Salted: 1, 6, 8

Smoked: 1

OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.

Andrew Radel Oyster Co., South Norwalk, Conn.

Also: 3, 6, 7, 8, 10, 11

POLLOCK:

Nos.: 3, 5

Salted: 3, 5

POMPANO:

Nos.: 1, 2, 7, 8, 9, 11

RED SNAPPER:

Nos.: 1, 8, 9, 11

SALMON:

No.: 7

SCALLOPS:

Nos.: 1, 3, 4, 7, 9

SCUP or PORGIES:

Nos.: 6, 8, 10

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, Saltwater:

Nos.: 1, 8

SHRIMP:

Nos.: 4, 7, 8, 10, 11

Cooked and Peeled: 11

SPANISH MACKEREL:

Nos.: 1, 2, 8, 9, 10, 11

SQUID:

Nos.: 3, 10

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

TURTLES and TERRAPIN:

No.: 9

WEAKFISH:

No.: 10

WHITING:

Nos.: 3, 5, 6

Salted: 6

YELLOWTAIL:

No.: 1

"Tide" Launched at Bath, Maine For Bay State Fishing Co.

THE Tide, fourth new trawler for the Bay State Fishing Co., was launched July 8 from the yard of the Bath Iron Works, Bath, Me., with Mrs. John C. Malcolm, wife of Bay State's Marine Superintendent, as sponsor. The launching was attended by a large party which went to Bath by special Pullman from Boston, dining after the ceremonies at the Bath Country Club.

The Tide, a sister ship of the *Storm*, *Surf* and *Swell*, is 144 ft. 8½ in. over all, 25 ft. beam, and 13½ ft. deep. Power is furnished by a 6-cyl., 17½ x 25, 600 hp. McIntosh & Seymour Diesel, turning a Hyde wheel. Other equipment includes Exide batteries, Edson steerer, Kelvin-White compass, Fathometer, RCA wireless, Shipmate range, and Columbian rope. The fish hold is refrigerated and lined with nickel clad steel.

Capt. Douglas L. Schwartz, formerly on the *Flow*, will take command, with Grimer Eggarston as mate; Earl Barter, chief engineer; Hamlin Coffin, assistant engineer; Cyril Hemingway, wireless operator, and Wiggo Kofoel, cook.

Boston Fish Pier Landings for June

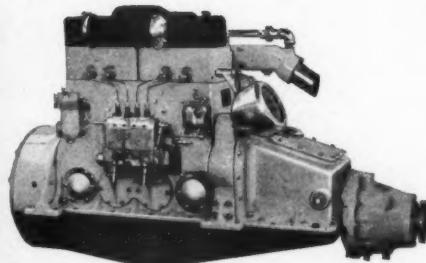
(Hailing fares. Figure after name indicates number of trips.)	
Adventure (2)	136,000
Alvan T. Fuller (2)	116,000
American (1)	65,000
Amherst (1)	189,000
Andover (3)	233,000
Arlington (4)	659,000
Atlantic (5)	458,500
Bettina (2)	115,000
Boston (2)	182,600
Boston College (2)	240,000
Brookline (4)	560,000
Cambridge (3)	320,500
Comber (1)	160,000
Coot (2)	374,000
Cormorant (1)	233,000
Cornell (3)	491,000
Curlew (2)	344,000
Dartmouth (1)	137,000
Dawn (1)	58,000
Delaware (3)	389,000
Donald (4)	509,000
Dorchester (2)	216,000
Ebb (2)	445,000
Edith L. Boudreau (4)	225,500
Elk (2)	135,000
Evelyn G. Sears (1)	35,000
Exeter (4)	366,000
Fabia (4)	559,000
Flow (2)	322,000
Foam (1)	281,000
Frances C. Denehy (1)	85,000
Gemma (3)	507,000
Georgetown (3)	356,000
Geraldine & Phyllis (3)	188,500
Gertrude Parker (1)	45,000
Gossoon (2)	153,000
Gov. Al Smith (3)	221,000
Grand Marshall (1)	41,000
Harvard (2)	258,000
Helen M. (3)	124,200
Holy Cross (1)	130,000
Huntington Sanford (4)	95,500
Illinois (1)	150,000
Isabelle Parker (1)	40,000
J. M. Marshall (2)	96,000
Jennie & Lucia (1)	58,000
Joffre (2)	103,000
K. F. Saunders (1)	51,000
Killarney (1)	52,000
Kingfisher (2)	387,000
Lark (1)	61,000
Leonora C. (2)	106,000
Maine (3)	392,000
Maris Stella (4)	383,000
Marjorie Parker (4)	177,000
Mary E. O'Hara (2)	108,000
Mary P. Goulart (1)	43,000
Neptune (3)	391,000
Newton (2)	337,000
Notre Dame (2)	222,000
Ocean (3)	533,000
Olympia (4)	77,000
Paolina (1)	42,000
P. J. O'Hara (2)	116,000
Penguin (3)	494,000
Plover (3)	466,000
Plymouth (2)	191,000
Pollyanna (3)	211,000
Portugal (1)	30,500
Quincy (2)	206,000
Rainbow (4)	211,800
Raymonde (2)	80,000
Rhodora (4)	249,000
Rio Douro (4)	204,000
Ripple (2)	442,000
Rita B. (2)	78,500
Saturn (2)	286,000
Shawmut (3)	396,000
Storm (4)	667,000
Surf (1)	311,000
Swell (2)	408,000
Teal (2)	354,000
Teazer (3)	153,000
Teresa & Dan (1)	40,000
Tern (2)	430,000
Thomas Whalen (5)	517,000
Trimount (3)	369,000
Triton (3)	302,000
Vagabond (2)	103,000
Vandal (3)	193,000
Venture II (3)	213,500
Wamsutta (1)	67,000
Whitecap (4)	558,000
Widgeon (1)	263,000
Wm. J. O'Brien (4)	382,000
Wm. L. Putnam (4)	326,500
Winchester (4)	582,000
Wintrop (4)	409,000
Yankee (3)	264,000



Prawn

45' Trawler owned by The Riverside Packing Company, Morgan City, Louisiana.

Powered by 4 cylinder, 62 H. P. SUPERIOR DIESEL with 2:1 Reduction Gear.



Model MRA-4

When a prominent fleet operator like the Riverside Packing Company of Morgan City, La., selects a certain make of Diesel for its repowering program it is obvious that they have eliminated all doubt as to its reliability. There can be no guess work in the packing industry where profits depend on uninterrupted service.

PRAWN'S record of continuous trouble-free and highly profitable operation has not only prompted her owners to repower other boats in their fleet with SUPERIOR Diesels but many SUPERIOR installations have been made in that district by other operators with equally gratifying results.

THE NATIONAL SUPPLY COMPANY
OF DELAWARE

SUPERIOR ENGINE DIVISION

LOS ANGELES, CALIFORNIA

SPRINGFIELD, OHIO

PHILADELPHIA, PA.

Superior DIESELS

HEAVY DUTY MODELS: 50 to 810 H.P., 250 to 720 R.P.M. • HIGH SPEED MODELS: 15 to 150 H.P., 900 to 1800 R.P.M.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

Edison Storage Battery Co., West Orange, N.J.

"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

*Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

*Crown Can Co., Philadelphia, Pa.

National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass. Wall Rope Works, 48 South St., New York. Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y. Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

F. Van Rossem Hoogendyk, 247 Park Ave., New York, N. Y.

Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Bolinders Co., 33 Rector St., New York, N. Y. The Buda Co., Harvey, Ill.

*Cooper-Bessemer Corp., Mount Vernon, O. Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill. F. Van Rossem Hoogendyk, 247 Park Ave., New York, N. Y.

*The National Supply Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn. Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

Electrical Industries Mfg. Co., Marine Motor Dept., Red Bank, N. J.

Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.

Marineford, West Water St. and Traco Ave., Toms River, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Universal Motor Co., Oshkosh, Wis.

Gasoline Engines

The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

Universal Motor Co., Oshkosh, Wis.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

Cuprinol Inc., 1190 Adams St., Boston, Mass.

OILS (Fuel, Lubricating, Gasoline)

**"Eassomarine": Penola, Inc., 26 Broadway, New York, N. Y.

*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig, 601 Main St., Marinette, Wis.

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER RECONDITIONING

Marine Equipment & Supply Co., 116½

Walnut St., Philadelphia, Pa.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO DIRECTION FINDERS

*Bludworth, Inc., 79 Fifth Ave., New York N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS

Morse Chain Co., Marine Division, Detroit, Mich.

RUBBER BOOTS

*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

Bethlehem Shipbuilding Corp., Bethlehem, Pa.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.



The "Clara T." of Newport, R. I., owned by Capt. Wm. Sacrey. Powered by a 6-cyl., 4½ x 6, Model 36 Fairbanks-Morse Diesel.

Block Island Activities

By C. H. Lewis

WITH the opening of the hotels and boarding houses, Block Island party fishermen are preparing for one of the most active seasons in many years and many of the boats have been booked weeks in advance.

Swordfish Arrivals

Over 100 swordfish were landed before the 25th of June, 55 of them being brought in the 24th. The first were brought in June 8 by the *Stanley*, Capts. Eugene Stinson and Sylvester Littlefield. They had two, weighing 193 and 147 pounds. The opening price was 39c, which was 6c higher than last year. On the 24th, the price dropped to 20c.

Lands First Tuna

Early in the week of the 20th, large tuna were sighted, but the first was brought in by Capt. O. S. Dodge of the *Harold C.* on the 24th. It was harpooned about four miles South of the Island and when dressed, tipped the scale at 349 lbs.

Large Sturgeon Caught

What is thought to be the largest sturgeon ever taken in Block Island waters was brought in on the 11th by Capts. Aubrey Dunn and Benjamin Smith of the *Hannah B.* Dressed, it weighed 252 lbs. and sold in New York for 20c.

Boats Do Well Drailing

The small boats have been doing well drailing and prices have been good, the local markets paying up to 5c, which is quite a contrast to prices of the previous year when many were sold for lobster bait at 1c a lb.



32-ft. party fishing boat built by F. P. Smith & Co., Jonesport, Me., for Capt. John J. Govell, New Bedford, Mass. Equipped with a Palmer V-8 Conversion, Monel shaft and Hyde wheel, and painted throughout with Pettit paint.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
H. Grund & Sons, 213 N. Union Ave.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klaflin, 209 N. Union Ave.
Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Cape Cod Fish Co., Inc., 101 Fulton Market.
Chesbro Bros. & Robbins, 1-2-3 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

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FISH SHOULD KNOW TO WHOM
THEY ENTRUST THEIR FISH FOR
SALE ★ ★ ★ THE UNQUESTIONED
FINANCIAL STANDING AND A RE-
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LOGICAL HOUSE TO SELL YOUR
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DEALERS EVERYWHERE CARRY AMPLE STOCKS

New York

Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	June 1-5	June 7-12	June 14-19	June 21-26	June 28-30
Bluefish	.08-.25	.08-.30	.12½-.32	.10-.35	.10-.30
Bonito	.06-.10	.06-.10	.06-.10	.05-.08	.05-.06
Butterfish	.03-.06	.03-.10	.04-.08	.04-.07	.04-.08
Cod, market	.04-.05	.03-.05	.04-.05	.03-.05	.03½-.04½
" steak	.07-.11	.06-.11	.07-.10	.07-.10	.06-.09
" fillets	.10-.12	.11-.12	.10-.11	.08-.11	.10-.11
Croakers	.01½-.03	.01½-.04	.02-.04	.02-.03	.02-.04
Dabs	.02-.04	.01-.04	.01-.04	.02-.04	.02-.05
Eels	.08-.16	.07-.16	.07-.18	.07-.18	.07-.16
Flounders	.03-.08	.02-.08	.02-.08	.03-.08	.03-.07
Fluke	.08-.12	.07-.12	.07-.14	.08-.12½	.10-.12½
Haddock	.04-.05	.03-.05	.03½-.05	.03½-.05	.03-.04
" fillets	.10-.12	.10-.12	.10-.12	.10-.12	.10-.11
Hake	.04-.05	.03-.05	.03-.05	.03-.04	.03-.04
Halibut	.12½-.16	.14-.16	.14-.16	.12½-.16	.12½-.15
Herring	.02-.03	.02-.03½	.02-.03	.02-.03	.02-.03
Kingfish	.03-.10	.03-.12	.04-.12½	.03-.15	.04-.15
Mackerel	.03-.10	.03-.08	.04½-.10	.04-.08	.06-.08
Mullet	.03-.05	.03-.04	.03-.05	.03-.04	.03-.04
Pollock	.03-.05	.03-.05	.03-.05	.03-.05	.03-.05
Pompano	.25-.40	.30-.40	.30-.40	.30-.35	.30-.35
Red Snapper	.12-.15	.12½-.15	.12½-.15	.12½-.15	.12½-.15
Salmon, Atl.	.18-.28	.20-.35	.30-.32	.20-.25	.22-.25
Salmon, Pac.	.14-.22	.14-.20	.14-.25	.14-.20	.14-.23
Scup	.01-.05	.01-.03	.01½-.03	.01½-.03	.01½-.02½
Sea Bass	.04-.12	.05-.12½	.05-.08	.04-.08	.04-.08
Sea Robins	.01-.01	.01-.01½	.01-.01	.01-.01	.01-.01
Sea Trout	.08-.16	.08-.15	.08-.16	.10-.18	.10-.18
Sheepshead	.04-.08	.04-.06	.04-.06	.04-.06	.04-.06
Skate	.02½-.04	.02-.03	.02-.03	.02-.03	.02-.03
Smelts	.03-.14	.03-.14	.03-.14	.03-.14	.03-.14
Sole, grey	.07-.09	.06-.08	.05-.08	.06-.09	.07-.09
Sole, lemon	.04-.07	.03-.08	.04-.07	.06-.08	.06-.08
Striped Bass	.12½-.20	.12½-.22	.14-.25	.14-.23	.14-.22
Sturgeon	.20-.22	.20-.22	.20-.22	.20-.22	.20-.22
Swordfish	.10-.11	.10-.12½	.11-.45	.11-.38	.12½-.38
Tautog	.04-.05	.04-.05	.04-.05	.04-.05	.04-.05
Tilefish	.03-.05	.03-.05	.03-.04	.03-.04	.03-.04
Weakfish	.03-.14	.03-.15	.03-.16	.02-.18	.03-.18
White Perch	.04-.10	.03-.08	.04-.08	.04-.10	.04-.10
Whiting	.01½-.02½	.01-.02	.01-.02	.01½-.02½	.01½-.02
Clams, hard	1.25-.2.00	1.25-.1.75	1.25-.1.75	1.50-.2.00	1.00-.1.75
Clams, soft	1.25-.1.50	1.00-.1.50	1.00-.1.50	1.00-.1.50	1.00-.1.50
Crabs, hard					
(basket)	2.00-.2.50	1.50-.2.50	1.50-.2.50	1.50-.2.00	1.00-.2.00
Crabs, soft					
shell (doz.)	.30-.1.25	.35-.1.40	.60-.1.40	.70-.2.00	.40-.1.75
Frogs legs	.40-.70	.30-.60	.30-.65	.30-.60	.30-.60
Crab meat	.20-.45	.20-.40	.20-.50	.20-.45	.20-.45
Lobsters	.30-.35	.30-.35	.32-.38	.28-.40	.28-.45
Langoustine mt.	.40-.50	.45-.50	.45-.50	.45-.50	.45-.50
Scallops, bay	3.00-.3.50	3.00-.3.50-.3.50
Scallops, sea	1.15-.1.25	1.10-.1.35	1.05-.1.25	1.10-.1.25	1.05-.1.20
Shrimp	.12-.28	.10-.40	.12-.18	.12-.16	.12-.20
Squid	.01½-.03	.01½-.02	.01½-.02	.01½-.02	.01½-.02

To Market Quick-Frozen Fish

Z Pack Corporation, owners of the Z quick freezing process announce the formation of "Haven Brand Frosted Seafoods Company", a division of Harold E. Hamblen, Inc., 479-85 First Ave., New York City.

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**Forty-Five Years of Experience in building Marine Engines
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WOLVERINE-DIESEL**

It is unexcelled in performance and has no equal in simplicity and trouble-free operation.

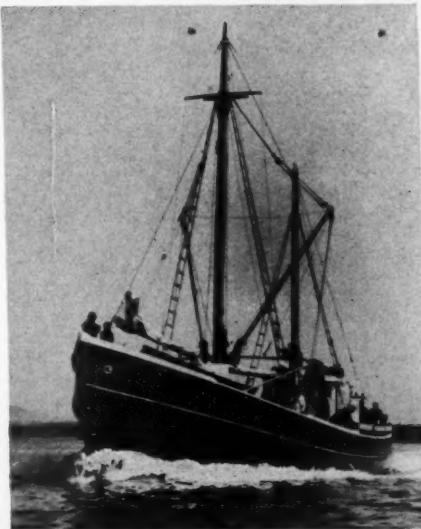
The fuel system is of the low-pressure non-clogging type, needing practically no attention over years of service. A single-hole nozzle is used.

Ignition is unfailing at all loads and speeds. The control is perfect. Fuel is thoroughly atomized and enters the combustion chamber as a gas.

No liquid fuel can enter the lubricating system; hence perfect lubrication under pressure with clean oil is positively assured.

The open type construction with separate cylinders makes supervision and attendance easy and replacements cheap.

Both two-cycle and four-cycle models, from 25 to 200 H.P. at low speeds, are available.



The "Muskegon", just built for Capt. A. A. Bain of Owl's Head, Me., is powered with a Wolverine Diesel, 4-cylinder, 4-cycle, 9½" x 14", developing 140 H.P. at 350-360 rpm. It is of the solid-injection type, two-stage combustion. The fuel system, air starting system and governor are of Wolverine make and design, as are also the reverse gear, all pumps and air compressors.

The reverse gear is of the bevel gear type, 100% reverse, with roller bearing thrust, and is completely lubricated and enclosed in the housing.

All the pumps, such as circulating, bilge and air compressor, are housed in, in a readily accessible manner, at the rear of the engine.

WOLVERINE MOTOR WORKS, Inc.

Catalogue No. 135 Upon Request

Foot of Union Avenue, BRIDGEPORT, CONN.

retail trade. Of special interest will be quick frozen filleted sea trout, bluefish and weakfish, which up to date have not been available in this form.

Brings in 50,000 lbs. of Flounders

The sch. *Noreen* arrived at Fulton Market June 30 with 50,000 pounds of flounders. The trip was purchased by the Flag Fish Co.

Appointed Bluepoints Representative

Jerry Rosenberg is now the New York representative of the Bluepoints Co., Inc., well known shellfish producers. Mr. Rosenberg is highly pleased with the outlook for the shellfish industry, and has lined up some contracts for the foreign export trade. His offices are at 137 Beekman St., New York City.

Fishermen to Participate in Governor's Regatta

Several events for fishermen are being arranged for the First Annual Connecticut Governor's Regatta, to be held at New London, Conn., August 28 to September 8. Capt. John W. Smith of Mystic is general chairman of the fishermen's races, with Capt. J. H. Lawrence of New London as local chairman.

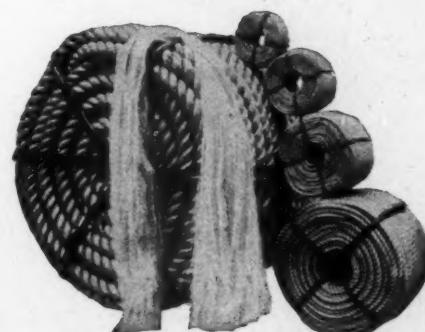
North Carolina

GEORGE M. WISE, veteran fish dealer of Stumpy Point, N. C., is now operating the Stumpy Point Ice & Storage Co., built at a cost of \$50,000 by Hines and Wilkinson of Belhaven. Mr. Wise has had a packing house of his own at Stumpy Point for several years.

To Propagate Shad Eggs

Five stations on four North Carolina rivers will be established for collecting and propagating shad eggs. Two of the stations will be on the Chowan River, and one each on the Pamlico, Neuse, and Cape Fear Rivers. The N. C. Conservation Department and U. S. Bureau of Fisheries are joint sponsors of the project.

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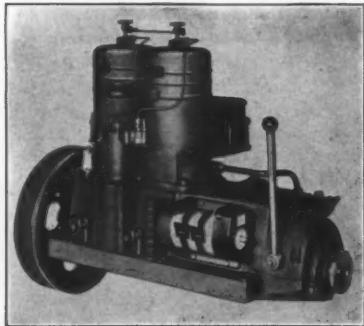
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SHIPMATE RANGES first made in 1881 and still going strong have been recognized as the "standard" fisherman's range for years because they are designed and constructed as fishermen have said they want them.

Constantly improved, they are now available with polished solid tops equipped for fuel oil burning.

SHIPMATES today are the last word in galley ranges.

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Nova Scotia

Government to Pay Bonus on Dried Fish

By H. R. Arenburg

THE Nova Scotian Government has announced that fishermen's assistance sums of \$1.00 a quintal on dried cod and 66 2-3 cents on dried cusk, haddock, hake and pollock will be paid to fishermen of the province, starting immediately. The first check amounting to \$560.00 has been received by the schooner *John H. MacKay*, skippered by Captain Moyle Crouse. The crew of twenty-five will share in this amount. It was paid on the fish landed from the frozen baiting trip. A number of other schooners will be receiving checks within a short time for fish landed from the same trip.

Good Results from Spring Catch

With a catch of 2100 quintals, the schooner *Mavis Barbara*, Captain Henry Creaser, is the high liner for the Spring fishing trip. This is one of the largest trips ever landed in Lunenburg on the Spring fishing trip. The total of the Spring catch is estimated at 21,809 quintals. The average catch is higher than in 1936 but there were fewer vessels salt fishing on this particular trip. Prices have been fixed for the fish landed from the frozen baiting trip at \$6.50 per quintal for the large fish and \$4.75 per quintal for the small. Last year from the same trip, comparative prices were \$5.00 and \$3.75, a difference of \$1.25 on the large and 85 cents on the small.

Large Mackerel Catches

Shore fishermen in the Eastern portion of Lunenburg County have been making quite large catches of mackerel in their traps. Lawson Miller at North West Cove baited three of Lunenburg's fishing fleet which takes about 425 barrels and there were still about 100 barrels in the trap. Quite a few other traps in this vicinity had large catches, amounting in all to about 1400 barrels. About 600 barrels of this catch were salted. Salt mackerel have had a slight raise and are now quoted at \$6.75 for large and \$6.50 for medium.

Arrivals During June

During June the following vessels made arrivals of fish at Lunenburg: *Robert J. Knickle*, Capt. Clarence Knickle with 1400 quintals salt fish and 15,000 pounds halibut; *Pan American*, Capt. Ellison Creaser, 1100 quintals—she was the first vessel of the Lunenburg fishing fleet to arrive from the Spring fishing trip; *Harriet and Vivian*, Capt. Frank Meisner, 1700 quintals; *Progressive II*, Capt. Carmen Knock, 650 quintals; *Kasagra*, Capt. Wilson Berringer, 450 quintals; *E. F. Zwicker*, Capt. William Deal, 1500 quintals; *C. J. Morrow*, Capt. Abram Cook, 1100 quintals; *Ronald George*, Capt. Dan Romkey, 1500 quintals; *John H. MacKay*, Capt. Moyle Crouse, 1250 quintals; *Andrava*, Capt. Roland Knickle, 85,000 pounds fresh haddock; *Mabaska*, Capt. Orlando Lace, 85,000 pounds halibut; *R. B. Bennett*, Capt. Elburne Demone, 50,000 pounds mackerel; *Delawana*, Capt. Fred Deal, 1,000 quintals; *Dot and Hellie*, Capt. Loren Richard, 75,000 pounds halibut; *Pasadena II*, Capt. Cecil Walters, 1000 quintals; *Mabel and Dorothy*, Capt. Foster Lohnes, 1000 quintals; *Maxwell Corkum*, Capt. Freeman Corkum, 900 quintals; *C. A. Anderson*, Capt. Atwood Parks, 1000 quintals; and the *Bessemer*, Capt. Thomas Himmelman, 20,000 pounds halibut.

Sail for Banks

The schooner *Sir Ernest Petter*, Capt. Napean Crouse, sailed for Newfoundland last month to take bait for a salt fishing trip on the Grand Banks, and the *Haligonian*, Capt. George Himmelman, sailed for the Grand Banks on the Summer trip.

New Schooner Launched

The schooner *M. & L. Coaster II* was launched last month from the shipyards of Smith & Rhuland and will replace the *M. & L. Coaster* which was sold to parties in Prince Edward Island. The new vessel will be used by Capt. Ernst freighting between Halifax and Lunenburg County ports. She is 100 ft. in length.

New Brunswick Smoked Herring Industry Now Under New Control Act

By C. A. Dixon

REJOICING among the smoked herring producers of Grand Manan, N. B., is in evidence since the industry has been placed under the Natural Products Control Act of 1937, an act passed by the New Brunswick government which takes the place of a similar act of the Ottawa government which was declared unconstitutional by the Privy Council in England. For a time during the interim, when governmental legislation was lacking, a voluntary marketing board had been set up at Grand Manan by local producers and dealers.

Under the new legislation a provisional board is at present supervising the Grand Manan smoked herring products plan. The board is made up of local men, namely, W. R. Benson, Perry Small, John Dalzell, D. H. Daggett and Romaine Morse. Scott D. Guptill has been acting as manager of the board. The provisional board will act until the election of a permanent yearly board takes place.

According to an official announcement, the purposes of the plan are as follows: To improve the quality, grading and packing of smoked herring through co-operation with the First Inspection Act and inspectors thereunder.

To regulate and control the marketing of the regulated product by orderly and uniform regulations.

To investigate new and additional markets.

It is also provided that the area of the proposed plan shall be the Island of Grand Manan and adjacent islands. The area shall be divided into five zones or divisions, as follows: Seal Cove and Wood Island, Grand Harbor and Ingall's Head, White Head, Woodward's Cove and Castalia and North Head with adjacent islands and other territory not included in the foregoing zones.

Regulations for the smoked herring industry, under an Act Respecting Natural Products, became effective on July 1.

New Boats Being Added to Fleet

Among the several new boats being added to the fishing fleet of Grand Manan this season is one recently purchased in Nova Scotia by Capt. Pearl Morse of White Head. Mr. Morse uses his boat for the freighting of fish and other products. Guy Mawhinney of North Head brought home a fine new boat of the regular fishing type from Nova Scotia not long ago. The name of the new craft is the *Hadassah* and much favorable comment has been made regarding its appearance and evident seaworthiness. Several other new boats have been purchased and built in other points in Southern New Brunswick and there are indications that once again the boat-building trade is to enjoy a prolonged spell of prosperity.

Enlarged Sardine Factory Opens

The greatly enlarged sardine factory of H. W. Welch, Ltd., of Fairhaven, N. B., opened for business in June. About 60 hands are now employed, and additions to the payroll will probably be made as time passes. The factory is the second largest of its kind in operation in Canada. H. W. Welch, general merchant and fish dealer of Leonardville, is the managing director and principal owner of the concern.

The large new fish canning and fish meal plant of H. W. Welch, Ltd., at Wilson's Beach is being rushed to completion and it is expected that fish will be processed by Fall.

Pollock Fishermen Enjoying Good Season

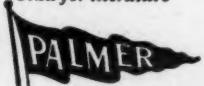
Pollock fishermen in the Quoddy River section of Southern New Brunswick are enjoying a good season as far as quantity production is concerned. The fish have been plentiful since early Spring and buyers for the salt fish trade at Wilson's Beach are purchasing the fish from local fishermen. Better drying facilities have been and are being installed at Wilson's Beach for the hard drying of the pollock, hake, etc., in preparation for shipment direct to the West Indies markets.



BUY A PALMER

During depression years many a sailor tried a home-made conversion of an old automobile engine picked up for little or nothing. Such an engine installation proved most expensive and unsatisfactory. In the first place the engine was worn out before he got it. Then came the addition of thrust bearing, marine clutch and change of cooling system. He couldn't put on a cast iron base himself so did without it. Replacing of worn-out parts was likewise expensive. The total result was an old engine that failed when most needed, that cost nearly as much in the boat as a new Palmer properly converted automobile engine or a new Palmer all marine engine built from the ground up for marine service.

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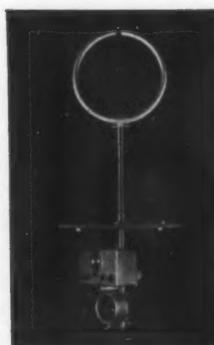
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Fisherman model operates on a 6-volt storage battery, with facilities for charging from the ship's lighting system. Guaranteed against failure and need for servicing.

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Reports Brisk Demand and High Prices for Summer Flukes

By J. C. Allen

THE period just winding up with the passage of the after end of June is "neither chewing nor eating" as the old-timer said when he swallowed his quid of tobacco. Spring fish petered out, Summer fish arrived slowly, the markets broke and hung in the wind in the lull before the Summer resorts opened and all in all it was a chancy time.

One thing, however, sticks out with all the prominence of a bandaged thumb, and that is the steady demand for flukes and the high price that they bring. Reckoned by present prices, there have been fortunes in these fish chopped up for lobster bait in days gone by and old-timers gasp and choke when they get a quotation today on Summer flukes.

They struck on early here and have held up well although the body of fish has moved about as lively as the lone bottle of ketchup in the galley locker. There is not a fish in the North Atlantic that brings a better price, all things considered.

Dragging off During June

Dragging suffered more than other branches of fishing during June because of so cussed much stuff that wasn't marketable. Yellowtails ran heavy but the price was lighter than air. Blackbacks weren't worth but little more until after the middle of the month, when they began to pay a dividend. And they were chin deep to a dinosaur, too.

Trap Fishermen Have Run of Bad Luck

The theme song of the trap fishermen in these latitudes is "What Shall We Do To Be Saved?" for after the first run of luck, things thinned right down to little or nothing and have remained so for ten days preceding the writing of this report.

Scup, sea-bass and butters, that hit us full and by, have been larger and better fish than usual, but have not been as numerous around the gear.

Good Handlining

Hand-liners, on the other hand, have had better fishing than common. Five hundred pounds of fish to a two-man boat are plenty of fish to take on a couple of pairs of hooks in a day. That's what they have been and still are doing and the fish are darned good ones too.

Good Lobstering Expected

Lobsters hit just about the time that the tail end of June went over the skyline. Previous to that the boys had taken just about enough to whet up their appetites. But from the appearance of things at the present time there is a chance of a season among the buoys and bobbers.

Sea-Scalloping Improves

Every day in every way the sea-scalloping appears to be improving. The vessels make longer trips, but they bring more scallops, and it looks as though the day may come when they will fit out for a six-months plum-pudding voyage like the sperm whalers used to do. "Thar's sheckels in them shells" say the old-timers, as they spit to wind'erd and make it stick, and the day of the sea-scalloper has not arrived yet either, in the judgment of these old barnacles.

Where they used to figure the trip in hundreds of gallons, they now figure it in thousands, and price fluctuations notwithstanding, every trip is a good one. The only reason why the business isn't overcrowded more than it is, is the strenuous life that the lads lead who go down to the sea in scallopers.

Correction

Somebody pulled a boner in the May issue and reported B. C. Church, of Oak Bluffs, selling Texas gas from his pier. All perfectly innocent and all that, but Capt'n Ralph Packer, who runs the Texas business here, had to put in three whole weeks writing letters and filling out forms in order to convince his company that there was no dirty work at the cross-bearings. Al Leonard is the dealer, mates, and he leased Church's pier for the job.

First Annual N. E. Diesel Show

THE First Annual New England Diesel Show was staged in Boston, Mass., June 26 to July 3, at the plant of the Hemphill Diesel Schools, 110-114 Brookline Ave.

The Shell Union Oil Corp. booth, which featured Shell Diesel oils, was most attractive, and included a large picture of the trawler *Winchester* in the display. Shell officials at the Show included P. H. Smith, B. C. Astrup and J. J. Mitchard of the Boston office, and from New York, H. M. Wesson and Allen T. Doane.

Among the other exhibitors were Green & Swett, Willard batteries and Luber-finers; DeLuxe Filter & Piston Co.; W. J. Connell Co., Bosch, Marvel and Purolator; Chase Parker & Co., tools, gauges, micrometers; Illinois Testing Laboratories, Alnor pyrometers; Boston Gear Co., bushings and gears; Hunt-Marquardt, Inc., Exide batteries, and P. I. Perkins Co., Caterpillar Diesels.

Postal Reduces Rates for Figures

THE Postal Telegraph-Cable Company has reduced its rates for telegrams in which figures are used. Under the new rate the charge for five numerals will be the same as for one word whereas formerly each numeral was charged for as a word. A decimal point, fraction mark or dash will also be counted as a figure. The new rate applies even in cases where number combinations may be used as code because the company feels it cannot attempt to edit messages or discriminate between customers.

Maierform Elects Officers

MAIERFORM of America, Inc., 25 West 43rd St., New York City, has elected the following officers: W. K. Maier, President; James F. Baldwin, Vice-President; Ralph D. Weston, Treasurer; and E. K. Kloz, Secretary and Assistant Treasurer. Mr. Baldwin was formerly associated with the American Locomotive Co., Diesel Engine Division.

New Gray "Sea Scout Four"

A NEW "Sea Scout Four," termed by its manufacturer, the Gray Marine Motor Co., as the best performing small "Four" it has ever built, is just being placed on the market. Compared with the old Sea Scout model, it is said to be stronger, quieter, smoother running, with more power throughout its entire speed range, and with improved economy. It can be throttled down to 175 r.p.m. In overall dimensions it is almost identical with the former model, and can be purchased with either magneto or starter. Further details may be secured from any Gray dealer, or direct from the head office at 672 Canton Ave., Detroit, Mich.

Hyde Issues New Booklet

HYDE Windlass Co., Bath, Maine, has issued a new edition of its booklet entitled "Propeller Efficiency." The new edition is exceptionally well designed and handsomely printed, full of constructive suggestions for increasing the speed, comfort and efficiency of motor-powered craft. Also included are specifications and prices of Hyde propellers and marine fittings. Copies may be obtained from the Company.

New Distributors of Pettit Paint

TWO new distributors in Texas for the Pettit Paint Company of Jersey City, N. J., are the San Antonio Machine & Supply Co., with stores at Corpus Christi and Harlingen, Texas, and Curtis B. Delhomme of Houston. The appointments were made following a tour of the South and Southwest by John W. Johnson and Frank D. Pettit.

Lehman Powers Winner

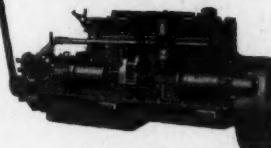
A LEHMAN Ford V8 engine powered Martin Dohren's boat *Mac*, which made the fastest time in the recent New York-Albany race of the Class C inboards, Class E inboards, and the 225 inch hydroplanes.

Red Wing

THOROBRED

The Arrow Super Six is today's quality Marine Engine. It combines quality of material and manufacture to the highest degree providing the finest power plant it is possible to build. Greater reliability, power and stamina — unusual smoothness and flexibility of performance are found at their best in the Arrow Super Six. Write today for details and prices.

Jobs IN QUALITY



"Arrow Super-Six" 55-90 H.P.
6 Cyl., 4 Cycle; Bore 4 1/4";
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Distributor:

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RED WING MOTOR CO., Red Wing, Minn.



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FROST
Gloucester,
Mass.

FROST BRAND
"SUPERIOR"
OIL CLOTHING

A first quality garment made to meet the requirements and approval of the fishermen.

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Factory and Office, 5-7-9-11 Wharf St.
MASS.

IT'S THE END OF THE SEASON

That shows the careful-buying fisherman the worth of "JERSEY CITY" Copper Paint.

"PETTIT" Bottom, Exterior Hull, Topside Paints are serving Fishermen around the entire coast line of the United States...and have since 1861.

PETTIT PAINT CO., Inc., Jersey City, N. J.
Send for All-Atlantic Coast Tide Calendar



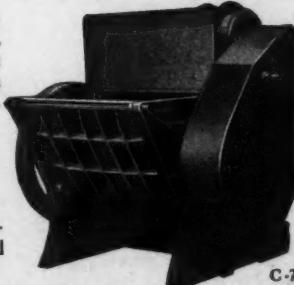
PETTIT and see what Service means

ICE BROKEN INTO THIN FLAKES

which will fit in between and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



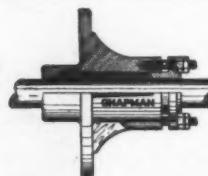
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THESE ARE SPECIAL ARTICLES FOR FISHERMEN ONLY
(Supply House Agencies for "Skipper" Line may be had)



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Use the
Chapman Flax Packed Stern Bearings
Sold by reliable dealers everywhere
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45 hp., 4 cylinder Fairbanks-Morse oil engine, Model 34, 600 rpm.—fine condition, \$880; and many others—Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

Dragger *Alert* 54 ft. long, 14 ft. beam, 5 ft. 6 in. draft. 45 hp. CO, Hathaway winch. Fully equipped for dragging and scalloping. A-1 condition. For further particulars write Capt. Charles L. Hanff, 202 Sixth St., Greenport, L. I., N. Y.

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Index to Advertisers

Atlas Imperial Diesel Engine Co.	Inside back cover
Bludworth, Inc.	28
Bolinders Company, Inc.	27
Chapman Products	30
Chesbros Bros. & Robbins, Inc.	23
Columbian Rope Co.	Front cover
The Cooper-Bessemer Corp.	Inside front cover
Crown Can Co.	30
The Electric Storage Battery Co.	6
Essomarine	19
Fairbanks, Morse & Co.	4
D. O. Frost Corp.	29
Gifford-Wood Co.	29
R. S. Hamilton Co.	30
Hathaway Machinery Co.	30
Hyde Windlass Co.	24
Kinney Manufacturing Co.	28
The Linen Thread Co., Inc.	28
C. L. Lovig	30
National Net & Twine	27
The National Supply Co.	21
New Bedford Cordage Co.	25
Palmer Bros. Engines, Inc.	27
Pettit Paint Co., Inc.	29
Plymouth Cordage Co.	3
Red Wing Motor Co.	29
Sherman B. Ruth, Inc.	30
Shell Union Oil Corp.	Back cover
M. L. Snyder & Son	30
The Stamford Foundry Co.	26
Tarr & Wonsen, Ltd.	28
Where to Buy Equipment	22
Where to Buy Fish and Shellfish	20
Where to Ship Fish and Shellfish	23
Willard Storage Battery Co.	5
Wolverine Motor Works, Inc.	25

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28

27

30

23

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6

19

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29

29

30

30

24

28

28

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27

21

25

27

29

3

29

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26

28

22

20

23

5

25